Compliments of the

Railroad Commissioner.

Biennial

THIRD ANNUAL REPORT

OF THE

Wisconsin.

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN.

1876.

MADISON, WIS.:
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REPORT.

OFFICE OF RAILROAD COMMISSIONER,
MADISON, *January 15, 1877.*

To His Excellency, Harrison Ludington, Governor of Wisconsin:

The duty of making a report to either the Executive or the Legislature is not imposed upon me by law. The statute by which the present Commission was created made important changes in the legislation affecting railway corporations. It has been in force nine months, and its effect upon the railroads and upon the business of tne people has been to a considerable extent developed.

I have therefore felt it to be my duty to submit the results of its operations, so far as they have come to my knowledge from observation and from the reports of the companies, to the Executive for such disposition as he may think their importance demands.

Section 2, of chapter 57, of the general laws of 1876, makes it the duty of the Commissioner "to inquire into any neglect or violation of the laws of the State by any railroad corporation doing business therein or by the officers, agents or employes thereof, and shall also from time to time carefully examine and inspect the condition of each railroad in the State, and of its equipment and the manner of its conduct and management with relation to the public safety and convenience. He shall also examine and ascertain the pecuniary condition and the manner of financial management of each and every railroad corporation doing business in this State."

In discharge of these duties in the month of September last I transmitted to the proper officer of each railroad corporation doing business in the State, blank forms for the returns such officers were required by law to make, with the following note:

OFFICE OF RAILROAD COMMISSIONER,
MADISON, *September, 1876.*

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies and with all interested, in obtaining all possible information concerning building and operating railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. Any information or explanation in his possession will be cheerfully given upon request; and, to promote this most desirable end, the Commissioner would solicit, in making up these reports, from railroad companies and others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

In prescribing the form for the return I have sought to obtain full information of the more important transactions of the companies since the date of their last report.

The Board of Commissioners, under the old law, had with commendable zeal and marked ability obtained a large mass of valuable information concerning the charters, organization, and subsequent histories of all the companies down to the first day of July, 1875. That information has been embodied in two large published volumes, and so made a part of the written history of the State. To again go over any portion of that ground would in my judgment impose an unnecessary burthen upon the companies and a needless expense to the State.

This report is therefore limited to the transactions of the companies between the first day of July, 1875, and the first day of October, 1876.

The results tabulated and annexed hereto show the transactions for the the year ending October 1, 1876, but do not generally cover the three months from July 1 to October 1, 1875.

Every railroad company in this State has made the report in substantially the form prescribed by me.

The most important and valuable portion of the information thus furnished, is abstracted and arranged in tables numbered from one to——inclusive, which are annexed hereto.

It is believed that these tables give all the information necessary or useful to the public, respecting "the present pecuniary condition and manner of financial management of each and every railroad corporation doing business in the State."

CAPITAL STOCK.

The aggregate capital stock of all the railroad companies doing business in the State on the 30th day of September 1876, was $91,412,148.96, an increase since June 30, 1875, of $358,051.14, the proportion of such capital stock for railroads within the State, based upon its mileage being $50,550,918.37.

The average amount of stock per mile of road in and out of the State was $21,463.03, a decrease per mile of road in 1876 of $593.31, or .02 69–100 per cent.; the proportion of road in Wisconsin to the whole line having increased from .53 95–100 per cent. in 1875 to .55 33–100 per cent. in 1876; and the increase in mileage, representing an increase in stock of less than $3,000 per mile.

Funded and Unfunded debt.

The funded and unfunded debt is reported at $83,551,800.91. Showing an increase for the fifteen months named of $2,256,078.15.

The funded and unfunded debt per mile of road is $20,913.83, a decrease in 1876 of $388.13.

Cost of Railroads and their Equipment.

The whole cost of the railroads and their equipment is given at $177,730,204.17, showing an increase for the term above mentioned of $4,482,645.53. The proportion of cost for Wisconsin is $98,343,453.67. The average cost per mile of road is $41,730.01 decrease in 1876 of $341.30.

The highest cost per mile of road in the State is that of the West Wisconsin, which is given at $57,086.45. The lowest being that of the Galena and Southern Wisconsin, which is given at $15,244.18.

The gross earnings of the several roads for the year ending Sep-

tember 30, 1876, the proportion thereof credited to the State of Wisconsin; the proportion earned from passengers, from freight, mails, express and miscellaneous sources; the increase or decrease in each; the earnings per mile of road; the aggregate operating expenses of the companies; the operating expenses of each; the increase or decrease in each, and the expenses per mile of road are given in tables, numbered from 1 to — inclusive, and annexed hereto.

Liabilities.

The liabilities of all the companies for the year ending September 30, 1876, for interest and rental, are given at the sum of $6,136,725.03, an increase over the previous year of $313,901.07.

This increase has been made by the following companies, to-wit:

Chicago, Milwaukee and St. Paul	$124,340 13
Chicago and Northwestern	175,973 01
Green Bay and Minnesota	11,945 60
Milwaukee, Lake Shore and Western	10,238 48
Western Union	1,960 00
Wisconsin Central (rental)	29,750 02
Chippewa Falls and Western	11,250 00

A decrease is shown by the report of the Mineral Point Company of $5,006.00,and by the Wisconsin Valley (interest) $46,556.17.

The whole interest and rental liability of all the companies is $1,604.00 per mile of road for Wisconsin, based upon mileage, being an increase of $14.75 per mile.

The only companies reporting whose operating expenses have exceeded their earnings are the Madison and Portage, and the Mineral Point.

The companies whose reported earnings, after deducting operating expenses, are insufficient to pay the interest on their reported funded indebtedness, are the following:

Green Bay and Minnesota.
Wisconsin Central (rental).

The whole amount of operating expenses, interest and rental of all the companies amount to $21,213,550.74, showing a decrease for the year of $207,838.67.

Dividends.

The only company reporting the payment of dividends upon stock is the Chicago, Milwankee & St. Paul, who report the payment in 1876 of a dividend of seven per cent. on their preferred stock for each of the years 1874 and 1875, made in their consolidated sinking-fund bonds at par.

Train Mileage.

The total revenue train miles run in the State of Wisconsin, during the year, was 16,058,412; an increase of 1,138,412 miles, or equal to .07 6–10 per cent.

The train mileage for passenger trains was 4,738,317 miles; an increase of 374,387 miles, or .08 6-10 per cent.

The train mileage for freight and mixed trains was 11,330,095 miles; an increase of 750,767 miles, or .07 09–100 per cent.

PASSENGERS CARRIED.

The total number of passengers carried by all the roads is 5,248,186; showing an increase of 619,679, or .13 39–100 per cent.

The whole number of passengers carried one mile by all the roads is 198,447,606; showing an increase of 22,589,313; equal to .12 85–100 per cent.

The total number of passengers carried by all the roads in Wisconsin, was 1,219,109; an increase of 244,554, or .25 9-100 per cent.

The total number of passengers carried one mile in Wisconsin, was 49,335,492; an increase of 6,665,474, or .15 6–10 per cent.

Earnings from Passengers.

The earnings from passengers per mile of road in Wisconsin, was $941.21; a decrease of $28.82 per mile; equal to .03 per cent.

The earnings per mile of road in Wisconsin, on freights, was $2,970.38; a decrease of $116.60; equal to .03 7–10 per cent.

The average rate per passenger per mile at which passengers were carried bv the several railroads in and out of the State in the year 1875, as reported to the Commissioner was .03 14–100 cents.

The average rate per passenger per mile at which passengers were so carried by all the companies in and out of the State reporting in the year 1876 was .03 4–100 cents.

The average rate per passenger per mile at which passengers were carried within the State by all the companies reporting that item in 1875 was, .03 22-100 cents.

The average rate per passenger per mile at which passengers were carried within the State by all the companies reporting that item in 1876 was, .03 25-100 cents. An increase of one tenth of one per cent.

Of the companies whose comparative rates are above given, but two, the Chicago Milwaukee & St. Paul and the Western Union, were limited in their charges by the Statute of 1876. The Chicago and Northwestern Company do not report those items for both years.

The only comparative statement that can be made from the reports of the companies affected by the law of 1876, showing its effect upon passenger rates in the State of Wisconsin, is that of the Chicago, Milwaukee & St. Paul Railway Co., for the last six months of operations under chapter 273, of the General Laws of 1874, which gives a rate of 2 and 89-100 cents per passenger per mile, and the first six months of operation under the present law, which gives a rate of 3 and 13-100 cents per passenger per mile, being an increase of 24-100 of one cent per passenger per mile. This, in all probability, would not be materially changed, were it possible to make the computations for a whole year.

Difficulties in the way of making correct estimates.

In making the above estimates it has been found impossible to arrive at exact conclusions, for the reason that the Chicago & Northwestern and Western Union companies (a large portion of whose lines lie outside the State of Wisconsin) do not report the proportion for this State. In this connection it may be proper to quote the language on this subject, of the previous Commission:

"We do not deem it necessary that the State should dictate either directly or through the Commission the manner of keeping railway accounts; this may be managed by the companies in their own way. But the State has a right to such facts, capable of being furnished, as are necessary to a full knowledge of the companies' transactions, including the data for a comparative showing of the skill, fidelity, and economy with which their roads are managed respectively. And this implies the right to command reports that

will supply all needed facts. Authority to require such reports and to enforce their prompt delivery in time for the Commissioners' use, is a necessity."

Tonnage.

The want of data in the reports of the companies renders it impossible for me to give accurate comparative results of the freight business of all the roads under the laws of 1874 and 1876.

The two companies named above do not divide their earnings by State lines. The Chicago, Milwaukee & St. Paul, in reporting their earnings in the State, include in them what is earned on business arising out of the State, and which only passes through it. Such business is not affected by the law.

The total number of tons of freight carried by all the roads in and out of the State for the year ending September 30, 1876, is 7,988,815, showing an increase of 468,321 equal to 8 4-10 per cent.

By comparing the companies which report their tonnage in the State for both years, it is found that such companies carried, in 1875, 1,274,093 tons, and in 1876, 1,445,456 tons, showing an increase of 171,363 tons, or 13 4-10 per cent.

The total number of tons of freight carried one mile by all the roads in and out of the State is 878,940,098, an increase for the year of 118,089,944, equal to 15 1-2 per cent. The proportion for Wisconsin, including only the companies who have reported their earnings in the State, is 228,905,444. A comparison with the tonnage of the same companies for the preceding year, shows an increase of 40,967,279 tons, equal to 21 2-10 per cent.

The average rate at which freight has been carried on all the roads in and out of the State for the year ending September 30, 1876, is $.0194 per ton per mile a decrease of $.0012 equal to 5 8-10 per cent. for the whole line.

The average rate on all the roads who have reported that item for the same time in the State is $.0214 per ton per mile. A comparison of the average rate per ton per mile for the two years ending June 30, 1875, and September 30, 1876, respectively on all the roads reporting that item for both years, shows a decrease of $.00 2-10 or $.08 6-10 per cent.

This comparison, however, does not show the actual operation of the law of 1876, because in the tonnage is included the earnings in

the State, on business passing through, and which is not affected by the law, and because the rates in neither year were exclusively made under either law.

For a portion only of the reported year 1875 were the rates controled by the law of 1874. and, for the reported year 1876, the rates were made for the first half under the law of 1874, and for the latter part under the law of 1876.

At my request, the Chicago, Milwaukee & St. Paul Company, have made a comparison of their local freight business in the State of Wisconsin for the months of June, 1875, under the law of 1874, aud for June, 1876, under the law of 1876. These months were selected because a very large business was done during these months. This comparison shows an increase of about seven per cent. in their rates for June, 1876.

The management of that company believe the result of the comparison for those months would be the result of a comparison for the whole year.

A comparison of the earnings of roads named below, whose whole length it may be said lies within the State of Wisconsin, show as follows:

	EARNINGS.		TONS ONE MILE.	
	1875.	1876.	1875.	1876.
Green B'y & Minnesota	$203,368 11	$205,799 42	9,768,512	10,060,530
Mineral Point..	81,349 76	85,088 75	1,584,300	1,611,883
Sheb. & Fond du Lac.	65,551 83	83,092 31	2,128,560	3,142,160
Wisconsin Central....	377,644 09	470,040 71	14,730,688	21,647,664
Wisconsin Valley....	71,670 42	132,457 98	1,605,643	5,261,203
Totals.....	$789,584 21	$976,479 17	29,817,703	41,723,470
Increase in earnings		$186,894 96		
Per cent. of increase, $23\frac{6}{10}$.				
Increase in tonnage.....			.....	11,905,767
Per cent. of increase, $.39\frac{9}{10}$.				

The rate per ton per mile of above roads in

1875, was..... .0264

1876 ..... .0234

A decrease in the rate of 3-10 of a cent per ton per mile. Per cent. of decrease, .11 3-10.

Improvements.

There has been since the date of the last report 141 miles of railroad constructed within the State.

These lines have been built by the following named companies:

The Wisconsin Central from Stevens Point to Portage, (less 20 miles, reported) 51 miles. From Worcester to Butternut, 35 miles, and from Penoka to Chippewa River, 12 miles.

The Green Bay & Minnesota have built from Onalaska Junction to La Crosse, a distance of 7 miles. This company is operating a portion of the La Crosse, Trempeleau & Prescott railroad from Marshland Junction under a trackage lease for a term of years, thus giving the former company a continuous line from Ft. Howard to La Crosse: a connection that will prove of lasting benefit to that portion of the State.

Since making their report, the Milwaukee Lake Shore and Western Railroad Company have completed, and are now operating a line from Appleton to New London, a distance of 21 miles.

The Wisconsin Central Company have completed their line from Menasha to Lake Superior' at Ashland with the exception of about ten miles which it is expected will be fully completed early the next season.

This line passes through a large section of our State hitherto entirely without railway facilities.

It has thus opened to settlement and cultivation an immense region of heavily timbered land and contributed more to the growth and prosperity of the northern and hitherto unsettled portion of the State than any other public enterprise.

The Pine River Valley and Stevens Point Railroad Company has during the year completed a line of narrow gauge road from Lone Rock to Richland Center, a distance of sixteen miles, at a total cost of $68,469. The rails are of maple wood.

The Fond du Lac, Amboy and Peoria Railway Company report that "This is to be a narrow, three foot gauge road, running from Fond du Lac, Wisconsin, to Peoria, Illinois, with a branch to Milwaukee, leaving the main line in the vicinity of Oconomowoc."

About eighteen miles of road are reported as graded between Fond du Lac and Iron Ridge, but work suspended until spring.

The Chicago and Tomah Railroad Company report:

"The line of the road in the State as adopted will connect Warren, Illinois, *via* Shullsburg, Belmont, Wingville, Fenimore, Wauzeka, Reedstown, Avalanche, and Bloomingdale, with Tomah." They further report that the grading of the first fifty-four miles will be completed as early as the middle of July next.

THE MISSISSIPPI RIVER BRIDGE AT LA CROSSE

built by the Chicago, Milwaukee & St. Paul Railway Company, was completed on the 27th of November, 1876, and thoroughly tested before regular trains were permitted to pass over it, the result of which test proved it to be, in all respects, a perfectly safe structure. The bridge consists of the following spans, viz.

One 310 feet draw span across the mouth of Black River.

Five 148 feet spans across the east channel of the Mississippi River.

Two 164 feet spans. One 250 feet span, and one 360 feet draw span over the west channel.

All the above mentioned spans are of wrought iron of the very best workmanship, anp proportioned for a high factor of safety.

The approach to the Black River span, as also the line between Black River and east channel, over Minnesota Island, and the western approach is built of pile and trestle bridge. The total length of the entire bridge from the east side of Black River to the west side of the Mississippi River, is 8,600 feet.

There is now in process of construction, one span of 164 feet to be erected over French Slough, in place of the trestle bridge now in at that place, which span will probably be fully completed before the opening of navigation.

For the purpose of securing a proper depth of water at all stages through the main draw span, and to comply with the directions of the United States Engineers in charge of the improvement of the Mississippi River, large expenditures have been made in building a dam 1,600 feet long across the east channel, at the head of Minnesota Island, and in protecting the interest of navigation at other points in proximity to the bridge. A large amount of such work is now underway, and it is the intention to have the whole work of improvement of the river completed before the opening of navigation. The entire cost of the bridge and accessory works will be about $600,000.

Immediately upon the passage of chapter 57 of the General Laws of 1876, the Chicago, Milwaukee & St. Paul Railway Company filed in the Commissioners' office "the regular published schedule of their tariff rates for the transportation of persons and property, which was in force on their railroads on the 15th day of June, 1872," duly verified in all respects as required by law. I caused these schedules, together with the existing laws of the State, so far as they "relate to freights and transportation," to be published as a pamphlet, forwarding to each company a sufficient number for the use of each freight and passenger agent in the State. A large number were also distributed throughout the State for the information of all interested.

The new tariffs made by the companies under the law took effect on the 3d day of April last. Copies of these tariffs were filed in the commissioner's office by the companies whose rates were affected by the law, and were carefully compared with the schedules previously filed and were found not to exceed the maximum rates. There was, however, a small but very general advance in the rates over those fixed by chapter 273 of the General Laws of 1874.

Comparative Tables.

In pursuance of the form prescribed by me, the Chicago, Milwaukee & St. Paul and Chicago & Northwestern railroad companies have made full returns in tabular form, showing the old rates in force on all classes of freights, as classified in the law of 1874, the rate now in force and the increase or decrease in the rates from and to every station on their roads in the state.

These tables, and their publication, would involve a large expense. On the files in the office of the Commissioner they are open to the inspection of all, and I leave the question of their publication for the action of the proper authorities.

Complaints.

Section 7, of chapter 57, of the General Laws of 1876, makes it the duty of the Commissioner, "on receiving complaint in writing from any citizen of this State, stating that any railroad corporation has violated any of the provisions of this act, and specifying the acts complained of, to investigate such alleged violation, and if on such examination he shall find such complaint well founded he may in

his discretion report the facts to the Attorney-General and thereupon it shall be the duty of the Attorney-General to prosecute said complaint at the expense of the State for the benefit of the party aggrieved."

I am glad to be able to state that no complaints of the kind contemplated in the statute have been made against any railroad corporation, and that in consequence no suits have been prosecuted against them.

My attention has however been called in an informal manner to a few cases by shippers, to alleged cases of overcharge for freight by different railway companies. They were all for small amounts, and I have found the companies ready in each case to adjust the matter in difference, to the satisfaction of the party injured without delay.

Connections at Junction Points.

I have had occasion in several instances to call the attention of the different companies to the want of proper connections at junction points for the better accomodation of passengers desiring to use the two lines in the accomplishment of a journey. In nearly every case the companies have so adjusted their time tables as to afford the desired connections.

As time tables are frequently changed, such connections need constant readjustment, and as the principal lines crossing each other in the State are of different lengths with different termini, it is not always possible that desirable connections at junctions or crossing points can be maintained, but with the present disposition on the part of the companies it is believed that the reasonable wants of the traveling public in those respects can be adequately met.

Round Trip Tickets.

By chapter 57, of the General Laws of 1876, all restrictions upon the rates for which freight and passengers should be carried were removed from all the companies except the Chicago, Milwaukee & St. Paul, the Chicago & Northwestern, and the Western Union.

These last named companies were limited to four cents per mile, but were required "to sell at all ticket stations on their respective lines within the State, tickets for five hundred miles which shall be transferable; also round trip tickets for first-class passengers to

and from any station within this State on their respective lines of road at a uniform rate of three cents per mile."

The Chicago, Milwaukee & St. Paul Company report that the proportion of round trip tickets sold for six months ending September 30, was about 39 per cent., and that of 500 mile tickets was about one per cent. of the tickets sold for use within the State.

The Chicago & Northwestern report the proportion of round trip tickets sold for the same time as about 32 per cent., and 500 mile tickets less than one per cent. This proportion has doubtless increased as the provisions of the law have become better known.

My attention was called, by a communication in the public press, to the refusal of the railroad corporations to furnish stop-over checks to passengers using round trip tickets who desired to stop over at intermediate points.

I communicated with the Chicago, Milwaukee & St. Paul and the Chicago & Northwestern Companies, the corporations complained of upon that subject.

These companies have hitherto refused to issue such stop over checks. The letters of the general managers of the Chicago & Northwestern and Chicago, Milwaukee & St. Paul Companies upon the subject are appended hereto.

While the reasons given are deemed sufficient for the refusal to issue such checks where applied for upon the first or outgoing portion of the round trip; yet in my judgement they furnish no reason for such refusal when applied for by a person traveling upon the *return* portion of the same trip. No reason exists why such return trip ticket cannot be taken up by the conductor when giving the stop over check.

Such checks not being transferable can not be used to defraud the company by any re-sale. By having the original round trip ticket in its possesslon it has the necessary voucher against its selling and collecting agents.

I believe the companies will ultimately adopt this view and all difficulty be avoided.

Inspection of Roads.

Since the date of my appointment as Commissioner (March 10, 1876,) I have traveled over every railroad in the State, and have made as careful an examination of them, and the condition

of their equipment and superstructure generally as the time at my disposal would permit. This inspection will continue as opportunity is offered hereafter.

The great depression in business resulting in a uniform decrease in the gross earnings of the several companies, has forced them to greater economy in management. But I take pleasure in saying that this economy has not resulted in any deterioration of the several properties. I believe that they are all in as good condition in every respect, at all affecting the "public safety and convenience" as they were in July 1875.

Steel Rails.

The Chicago Milwaukee & St. Paul Company has laid during the time covered by their report, 6,040 tons, equal to about 64 miles of steel rails in the State of Wisconsin.

The Chicago and Northwestern Railway has also laid 4163 3-10 tons, equal to 44 15-100 miles in the State during the same time.

General Condition of the Roads.

The main trunk lines through and across the State have been improved and are in a safer and better condition to do the transportation business of the State than ever before.

The equipment of nearly all the lines is in excellent condition, and I believe that the people of the State are furnished as good facilities in these respects as are the people of other States.

Accidents.

During the period covered by this report the number of persons killed and injured on all the lines in Wisconsin is reported as follows:

Passengers killed	None
Passengers injured	10
Employes killed	15
Employes injured	147
Other persons killed	27
Other persons injured	40
Total number of persons killed	42
Total number of persons injured	197
Total number of persons killed and injured	236

A large proportion of these accidents are reported as occurring from "their own misconduct and want of caution." There is however a notable increase of accidents during the past year, this increase being almost entirely in the number of "employes killed or injured." The use of the several patent brakes and the Miller platform and buffer no doubt accounts for the almost entire safety of passenger travel.

The increase, however, of the number of employes killed or injured leads us to inquire whether some new mode of coupling cars cannot be adopted whereby the common train man can pursue his avocation with greater safety.

Reports.

By section 12, chapter 273, of the General Laws of 1874, and which is still in force, the Commissioner is required to make to the State Treasurer duriug the month of January, a return showing the actual cost of each railroad up to and including the 31st day of the next preceding December, and a variety of important information embracing the same time. Section 3, of chapter 57, of the laws of 1876, provides that to enable the Commissioner to make the return required by section 12, of chapter 273 above referred to, the proper officer of each railroad company shall make such return in the month of October as will afford the information for the returns required by the aforesaid section 12.

It is manifest that the returns to be made in October cannot furnish the necessary information up to the 31st of the following December. There is no other source for the information required of the Commissioner.

This discrepancy in the law should be supplied, and I recommend that the statute shall be so amended that the returns to the State Treasurer should embrace the information obtained in the month of October by the reports of the companies.

This can be best done by striking out the words 31st day of December whenever they occur in said section, and substituting the words 30th day of September in their place.

In concluding this report, I desire to express my obligations to the officers of all the railway corporations for the uniform courtesies I have experienced from them during my term of office. They

have manifested great willingness to give all the information in their power and have furnished me with every desired facility in the discharge of my duties.

Respectfully submitted,

DANA C. LAMB,
Railroad Commissioner.

NOTE BY THE COMMISSIONER.—As the preparation for publication of the reports of the several companies and of the tables referred to in the foregoing report would necessarily delay the publication of the report proper, I have thought best to present this report without further delay.

Appendix.

GENERAL RAILROAD LAWS OF 1874, 1875 AND 1876.

CHAPTER 57—LAWS OF 1876.

AN ACT to amend chapter two hundred and seventy-three (273), of the laws of 1874, entitled, "An act relating to railroads, express, and telegraph companies in the State of Wisconsin," and to repeal other sections and acts named therein.

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Within ten days after the passage and publication of this act, the governor, by and with the consent of the senate, shall appoint a railroad commissioner, who shall hold his office for the term of two years from the fifteenth day of February, and until his successor is appointed and qualified. Every two years thereafter, the governor, by and with the advice and consent of the senate, shall appoint a railroad commissioner, who shall hold his office for the term of two years, and until his successor shall be appointed and qualified. And the nomination of railroad commissioner shall hereafter be sent to the senate by the governor during the month of January, immediately preceding the beginning of such commissioner's term of office. The governor shall have power to remove such commissioner, and appoint another to fill the vacancy, at any time in his discretion. No person owning any bonds, stock or property in any railroad company, or who is in the employment of, or in any way or manner pecuniarily interested in any railroad corporation shall be so appointed. Sec. 1, chap. 57, 1876.

SECTION 2. The railroad commissioner shall inquire into any neglect or violation of the laws of this State by any railroad corporation doing business therein, or by the officers, agents, or employees thereof, and shall also, from time to time, carefully examine and inspect the condition of each railroad in the State, and of its equipment, and the manner of its conduct and manage- Sec. 2, chap. 57, 1876.

ment with relation to the public safety and convenience. He shall also examine and ascertain the pecuniary condition and the manner of financial management of each and every railroad corporation doing business in this State.

Sec. 3, chap. 57, 1876.

SECTION 3. To enable said commissioner to make the report and return required by section twelve (12), of the act of which this is amendatory, the president or managing officer of each railroad corporation in the State, shall annually make to the railroad commissioner, in the month of October, such returns and in the form he may prescribe, as will afford the information required for their said official report. Such returns shall be verified by the oath of the officer making them, and any railroad corporation whose return shall not be made, as herein prescribed, within the month of October, shall be liable to a penalty of one hundred dollars ($100) for each and every day after the thirty-first day of October, that such return shall be wilfully delayed or refused.

Sec. 12, chap. 273, 1874.

SECTION 4. Said railroad commissioner shall, during the month of January in each year, ascertain and make return to the state treasurer as hereinafter provided. 1st. The actual cost of each railroad in this State up to and including the 31st day of the next preceding December, and if such railroad shall be partly in and partly out of this State, then the actual cost of so much thereof as is in this State. 2d. The total gross receipts resulting from the operation of every such railroad during the next preceding year ending on the 31st day of December, or that part of the same which is in this State. 3d. The total net earnings resulting from the operation of any such railroad during the next preceding year, ending on the 31st day of December, or that part of the same which is in this State. 4th. The total interest-bearing indebtedness of the company owning or operating such railroad, and the amount of interest paid by such company during the next preceding year ending on the 31st day of December, and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, removal, or operation of any part of such railroad which is not in this State, or for equipment for such part, such railroad commissioner shall ascertain and determine in such manner as he shall think just and equitable how much of its indebtedness is justly chargeable to that part of said railroad that is in this State, and how much interest shall have been paid by such company during such year ending on the 31st day of the next preceding December, or [on] that part of such indebtedness which is justly chargeable to that part of said railroad that is in this State. The commissioner shall prescribe the

form and manner in which all reports required from railroad companies under the provisions of this act shall be made, and suitable blanks for that purpose, as by said commissioner directed, shall be provided by the secretary of state. The record of said commissioner shall at all times be open to inspection by the governor, secretary of state, attorney-general, and legislature.

SECTION 5. Said railroad commissioner shall have power to administer oaths or affirmations, to send for persons or papers under such regulations as he may prescribe, and shall at any and all times have access to any and all books and papers in any railroad office kept for and used in any railroad office by any railroad company in this State. Sec. 9, chap. 273, 1874.

SECTION 6. Said railroad commissioner, in making any examination as contemplated in this act, for the purpose of obtaining information pursuant to this act shall have power to issue subpœnas for the attendance of witnesses by such rules as he may prescribe. In case any person shall willfully fail or refuse to obey such subpœna, it shall be the duty of the circuit court of any county, upon the application of the said commissioner to issue an attachment for such witness and compel such witness to attend before the commissioner and give his testimony upon such matters as shall be lawfully required by such commissioner, and said court shall have power to punish for contempt as in other cases of refusal to obey the process and order of such court. Sec. 10, chap. 273, 1874.

SECTION 7. Any person who shall willfully neglect or refuse to obey the process of subpœna issued by said commissioner, and appear and testify as therein required, shall be deemed guilty of a misdemeanor and shall be liable to arraignment and trial in any court of competent jurisdiction, and on conviction thereof shall be punished for such offense by fine not less than fifty dollars nor more than five hundred dollars, or by imprisonment of not mors than thirty days, or both, in the discretion of the court before which such conviction shall be had. Sec. 11; chap. 273, 1874.

SECTION 8. No railroad corporation shall charge, demand, or receive from any person, company, or corporation for the transportation of person or property, a greater sum than it shall at the same time charge, demand, or receive from any other person or corporation for a like service from the same place; and no railroad corporation shall charge or receive a larger sum per carload, from one person, than any other, shipping from the same place; but this last provision shall not apply to shipments from connecting points. Sec. 4. chap. 57, 1876.

SECTION 9. No railroad corporation shall charge, demand, or receive from any person, company, or corpo- Sec. 5, chap. 57, 1876.

ration an unreasonable price for the transportation of persons or property, or for the handling or storing of any freight, or for the use of its cars, or for any privilege or service afforded by it in the transaction of its business as a railroad corporation.

Sec. 6, chap. 57, 1876.

SECTION 10. It shall be the duty of any railroad corporation, when within their power so to do, and upon reasonable notice, to furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all usual kinds of freight, and to receive and transport such freight with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling the same at any depot on the line of its road.

Sec. 7, chap. 57, 1876.

SECTION 11. Any railroad corporation who shall violate any of the provisions of this act as to extortion or unjust discrimination, or the provisions hereof establishing rates, shall forfeit for each and every such offense to the company, person, or corporation aggrieved thereby, three times the actual damage sustained, together with the costs of suit, to be recovered in a civil action therefor, and all prosecutions shall be made at the expense of the State; and it shall be the duty of said railroad commissioner, on receiving complaint in writing from any citizen of this State, stating that any railroad corporation has violated any of the provsions of this act, and specifying the acts complained of, to investigate such alleged violation, and if on such examination he shall find such complaint well founded, he may, in his discretion, report the facts to the attorney-general, and thereupon it shall be the duty of the attorney-general to prosecute said complaint at the expense of the State for the benefit of the party aggrieved.

Sec. 8, chap. 57, 1876.

SECTION 12. No railroad corporation shall consolidate the stock, property, or franchises of such corporation with or lease or purchase the works or franchises of, or in any way control any other railroad corporation owning or having under its control a parallel or competing line; nor shall any officer of such railroad corporation, act as the officer of any other railroad corporation, owning or having the control of parallel or competing lines, and the question whether such railroads are parallel or competing lines shall, when demanded by the complainant be decided by a jury as in other civil issues; *provided*, that the provisions of this section shall not apply to any contracts now existing, where one corporation has become responsible for the liabilities of another, either by advances heretofore made or by the guarantee of bonds previous to the passage of this act; nor shall it apply to any railroad corporation which, prior to the passage of this act, shall have been autho-

rized to purchase or hold stock in any other railroad corporation.

SECTION 13. No president, director, officer, agent or employee of any railroad or transportation company, shall be interested directly or indirectly in the furnishing of material or supplies to such company, or in the business of transportation as a common carrier of freights or passengers, over the lines owned, leased, controlled, or operated by such company. Sec. 9, chap. 57, 1876.

SECTION 14. In the construction of this act, the phrase railroad shall be construed to include all railroads and railways operated by steam, and whether operated by the corporation owning them, or by other corporations or otherwise. The phrase railroad corporation shall be construed to mean the corporation which constructs, maintains, or operates a railroad operated by steam-power. Sec. 10, chap. 57, 1876.

SECTION 15. The Chicago, Milwaukee, and St. Paul Railway Company shall file with the railroad commissioner, before the day when this act shall take effect, the regular published schedule of their tariff rates for the transportation of persons and property, which was in force on their railroads on the 15th day of June, A. D. 1872, duly verified by the oath of the general freight agent of said company thereto attached, and that company and the Western Union Railroad Company, and the Chicago and Northwestern Railway Company, shall not demand, collect, or receive a greater compensation for the transportation of persons and property than is fixed in such schedule for corresponding distances. This provision shall also apply to such lines of railroads as have been built and put into operation by either of said companies and operated under lease or otherwise, since the date above mentioned; *provided*, that the Chicago, Milwaukee, and St. Paul Railway Company, and the Western Union Railroad Company, and the Chicago and Northwestern Railway Company, shall sell at all ticket stations, on their respective lines, within this State, tickets for five hundred miles, which shall be transferable; also round-trip tickets, good for first-class passengers to and from any station within this State, on their respective lines of road, at a uniform rate of three cents per mile; *and provided, further*, that no railroad corporation shall be compelled to accept less than five cents for the transportation of any passenger between any points. Sec. 11, chap. 57, 1876.

SECTION 16. All the powers, duties and privileges conferred on the board of railroad commissioners by the acts to which this act is amendatory, and not herein repealed, are hereby conferred on the railroad commissioner to be appointed under the provisions of this act. Sec. 12, chap 57, 1876.

Sec. 17. chap. 273, 1874.

SECTION 17. The commissioner shall have the right of passing, in the performance of his duties concerning railroads, on all railways and railway trains in this State free of charge.

Sec. 18, chap. 273, 1874.

SECTION 18. Nothing contained in this act shall be taken as in any manner abridging or controlling the rates for freight charged by any railroad company in this State for carrying freight which comes from beyond the boundaries of the State, and to be carried across or through the State, but said railroad companies shall possess the same pewer and right to charge such rates for carrying such freight as they possessed before the passage of this act.

Sec. 2, chap. 113, 1875.

SECTION 19. All those railroad companies whose lines of road are now incomplete or are in process of construction, and to aid in the building of which the general government has donated grants of land, and which are not exempted from taxation on said lands for the next five years, are hereby exempted from the payment of the license fees required by law for said five years.

Sec. 15. chap. 273, 1874.

SECTION 20. Before entering upon the duties of his office, said commissioner shall make and subscribe and file with the secretary of state an affidavit in the following form: "I do solemnly swear (or affirm) that I will support the constitution of the United States and the constitution of the State of Wisconsin, and that I will faithfully discharge the duties of railway commissioner according to the best of my ability; that I am not a stockholder, officer, or employee of any railroad or freight company, or in any way interested therein;" and shall enter into bonds, with security to be approved by the governor in the sum of twenty thousand dollars, conditioned for the faithful performance of his duty as such commissioner.

Sec. 14, chap. 57, 1876.

SECTION 21. The commissioner appointed under the provisions of this act shall receive for his services the sum of three thousand dollars per annum, payable monthly, at the end of each month, and three dollars per day for traveling expenses, for each and every day actually traveled in the performance of the duties hereby required. He shall be furnished with all office furniture and stationery, and necessary books and maps at the expense of the State; and the said commissiouer is hereby authorized and empowered to employ a clerk at an annual salary of twelve hundred dollars, payable at the end of each month. The office of said commissioner shall be kept at Madison, and all sums of money authorized to be paid by this act, out of the state treasury, shall be paid only on the order of the governor; *provided*, that the total sums of money to be expended by said commissioner for office rent, furniture, and station-

ery, shall in no case exceed the total sum of eight hundred dollars per annum.

SECTION 22. Sections one, two, three, four, five, six, seven, eight, thirteen and fourteen, of chapter 273, of the laws of 1874, of which this is amendatory; chapter 341, of the laws of 1874, entitled, "An act in relation to railroads;" chapter 334, of the laws of 1875, entitled, "An act to amend chapter 273, of the laws of 1874, entitled, 'an act relating to railroad, express, and telegraph companies in the State of Wisconsin,'" and the first section of chapter 113, of the laws of 1875, are hereby repealed; *provided*, that nothing herein contained shall in any manner affect any litigation now pending in any of the courts of this State, or any court or courts of the United States. Sec. 13, chap. 57, 1876.

NOTE BY THE COMMISSIONER.—The preceding sections are a compilation of the laws now in force relating to passenger and freight tariffs, in the State of Wisconsin, the sections so numbered as to place in their proper order each particular subject. To find the law of 1876' commonly known as the "Vance Bill," or the unrepealed portions of chapter 273, of the laws of 1874, familiarly known as the "Potter law," the reader will refer to the notes on the margin.

CHAPTER 119—LAWS OF 1875.

]*As amended by chapter* 167, *laws of* 1876.]

AN ACT to prevent gambling in railroad cars.

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Any person, corporation or company running or operating any railroad in this State, who shall suffer the game called three card monte, or any game or games whatsoever, to be played for gain, or by means of any gaming device or machine of any description or denomination or name whatever, in his or their cars, depots, station houses, or in any building or place of which he or they have the care, custody or possession, the person or corporation so offending shall be liable to Sec. 1, chap. 167, laws of 1876.

a penalty of not less than fifty nor more than two hundred dollars ($200) for each and every offense.

Sec. 2, chap. 167, laws 1876.

SECTION 2. And it shall be the duty of the conductors, brakemen, and other railroad officers or employees, and they shall have and possess the power and authority to arrest any person or persons which they, or either of them, shall find in the act of gaming, as mentioned in section one of said act, and bring him or them before any court of competent jurisdiction, upon his or their complaint forthwith, without warrant. And it shall be the duty of and be lawful for any sheriff, constable, marshal, police officer, or any citizen of the State, or either of them, and they shall have and possess the power and authority to arrest any person or persons, which they or either of them shall find in the act of gambling as mentioned in section one of said act, and bring him or them before any court of competent jurisdiction upon his or their complaint forthwith, without warrant, and any such person or persons so convicted shall be punished by imprisonment in the penitentiary not less than one year nor more than five years, and a fine of not less than one hundred dollars or more than five hundred dollars.

SECTION 3. Any person or persons giving information and making complaint of violation of the provisions of this act shall be entitled to one-half of the fine recovered.

SECTION 4. This act shall be in force from and after its passage and publication.

CHAPTER 117—LAWS OF 1375.

AN ACT to encourage the building of narrow-gauge railroads, and to secure cheap transportation to the people.

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Any county, town, incorporated city or village in this State, is hereby authorised and empowered to aid in the construction of any narrow-gauge raitroad in this State, to be constructed by any company, under and by authority of any law of this State, as provided by an act entitled, "An act to authorize municipal corporations to aid in the construction of railroads," approved March 25, A. D. 1872, and all acts amendatory thereof.

SECTION 2. Any municipal corporation named in the foregoing section, may, by agreement betwoen the railroad company and such munic ipality, take first-mortgage bonds or capital stock, or part

first-mortgage bonds and part capital stock, on the railroad so aided, in lieu of the stock of such company for the aid so subscribed. The agreement between such railroad company and such municipality shall be arrived at as provided in sections three (3) and four (4,) of the act aforesaid, and all the conditions, restrictions, provisions, instructions, forms and requirements of every kind and nature, in the act hereinbefore mentioned, shall apply to this act, and be complied with, both on the part of the railroad company and the municipality subscribing such aid, meaning and intending hereby only to change said act, approved March 25, A. D. 1872, so as to authorize the receiving of first-mortgage bonds, by municipal corporations subscribing aid to narrow-gauge railroads, in lieu of the stock of such company, the better to secure such municipalities against any possibility of loss in subscribing aid to narrow-gauge railroad companies.

SECTION 3. And to further secure the people against extortionate rates of freight and passenger fare, all railroad companies before asking aid under this act, shall by resolution of their board of directors, fix the maximum rate of passenger fares and rates of freight of all classes, to be charged by such company for the period of ten years from the date of such resolution; *provided*, the passenger fare and rates of freight so fixed shall at uo time exceed the rates fixed by the laws of this State; and such company shall cause such resolution to be recorded in the recorder's office of each county in this State through which their road shall pass, and the rates and fares so fixed shall be binding upon such company, its successors or assigns, for the time so fixed in such resolution. That is to say, such company shall not exceed such maximum rate as determined by their resolution, but may, at their option, lower or reduce either passenger fare or rates upon freight, and such resolution by the railroad company shall be made a part of the proposition to, and agreement with, the municipality subscribing aid to said company.

SECTION 4. And be it further enacted, that each county, town, incorporated city, or incorporated village subscribing aid to narrow-gauge railroads under this act, shall from year to year, and each year for the period of ten (10) years, in proportion to the aid each municipality shall subscribe for the capital stock of such railroad, receive from the state treasurer the money paid to the State by the railroad so aided for license or tax.

SECTION 5. It shall be the duty of the proper officer of each municipality subscribing aip to narrow-gauge railroads under this act, at the time of issuing their bonds to the railroad company, in payment for the capital stock of such railroad company, to forward to the state treasurer a statement showing the number of each bond, date, par value, interest it bears, and when payable. And it shall be the duty of the state treasurer to keep a record of the same, in a book kept for that purpose in his offire, and each year for the period of ten years from the date of such bonds, and immediately upon receiving the license or tax money from the railroad company so aided, to ascertain the amount due each municipality upon the basis of the amount subscribed by each munincipality in aid of such

company, and shall pay the amount so ascertained to the proper officer of each municipality, taking therefor his receipt; *provided* no county, city, town, village, school-district, or other municipal corporation shall grant to said railroad companies an amount, including existing indebtedness, in the aggregate exceeding five per centum on the value of the taxable property therein, to be ascertained by the last assessment for State and county taxes previous to the incurring of such indebtedness.

SECTION 6. This act shall take effect and be in force from and after its passage and publication.

Approved March 2, 1875.

CHAPTER 168—LAWS OF 1875.

AN ACT to authorize municipal corporations to aid in the construction of railroads.

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Any county, town, incorporated city or village in this state, is hereby authorized and empowered, and may aid in the construction of any railroad to be constructed to, through or near to such county, town, or incorporated city or village, as follows: The said corporation and the railroad company may agree upon the terms upon which such aid shall be granted in the same manner as provided in chapter one hundred and eighty-two, of the laws of 1872, and the acts amendatory thereof, except that it shall be provided in said agreement that said aid shall consist in a tax, not exceeding in amount five per centum of the valuation of the taxable property therein, as the same shall appear upon the last previous assessment roll, or as fixed by the last previous board of state equalization; in case of a county proposing to grant such aid, and in case such agreement shall be made, an election shall be held as provided in said chapter one [hundred] and eighty-two of the laws of 1872, and if a majority of the legal voters who shall vote at such election, shall vote for the railroad proposition, a tax to the amount of aid so voted shall be entered upon the next assessment-roll for such county, town, city or village, in a separate column, and the same shall be collected in all respects as the other taxes, but shall be kept separate, and the money collected shall be paid over to such railroad company; and in case such railroad tax levied and assessed upon any piece or parcel of land shall not be paid, but such land shall be sold for the non-payment of taxes thereon, including the tax for railroad aid, the said company shall have the right to purchase at the tax sale, any such lands which shall be sold for the non-payment of taxes, including the tax for railroad aid, and have the price bid therfor applied on payment of the aid so voted; and in case any land shall be bid in by the county which

was sold for non-payment of said railroad aid-tax, including other taxes, said company shall have the right to select and have endorsed and transferred to them a sufficient amount of such certificate of sale to make up the amount of aid so voted. It being the intent and meaning of this act that such company shall be entitled to the proceeds of such tax voted and assessed as aforesaid, whether in money collected or certificates of sale to the amount of the aid so voted; but the same shall in no event be an indebtedness on the part of such county, town, city or village so voting aid, and nothing herein contained shall be taken or deemed to create any liability on the part of such county, town, city or village to such company. Nothing herein shall repeal or in any way affect said chapter one hundred and eighty-two, of the laws of 1872, or any act amendatory thereof.

SECTION 2. This act shall take effect and be in force from and after its passage and publication.

Approved March 3, 1875.

CHAPTER 173—LAWS OF 1875.

AN ACT to define the liabilities of railroad companies in relation to damages sustained by their employes.

The people of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. Every railroad company operating any railroad or railway, the line of which shall be situated in whole or in part in this State shall be liable for all damages sustained within this State by any employee, servant or agent of such company while in the line of his duty as such, and which shall have been caused by the carelessness or negligence of any other agent, employee or servant of such company, in the discharge of, or for failing to discharge their proper duty as such; but this act shall not be construed so as to permit a recovery where the negligence of the person so claiming to recover materially contributed to the result complained of.

SECTION 2. That no contract, receipt, rule or regulation between any employee and a railroad company shall exempt such corporation from the full liability imposed by this act.

SECTION 3. This act shall take effect from and after its passage and publication.

Approved March 4, 1875.

CHAPTER 207—LAWS OF 1875.

AN ACT relating to side-tracks to railroads in certain cases.

The people of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. Whenever any town, by a majority of its electors voting thereon, shall, in its corporate capacity, refuse to aid any railroad company in building a depot in such town, it shall be lawful for any person who shall build a warehouse in such town for the purpose of doing a storage, forwarding and commission business, to construct from his warehouse a railroad track and connect the same by switch at his own expense, and it shall be the duty of such railroad company to permit and allow such construction. Such side-track and switch shall at all times be under the control and management of, and kept in repair by such railroad company; *provided*, that the party for whose benefit such side-track and switch shall be constructed shall pay to such railroad company the actual cost of maintaining and operating such side-track and switch, which payment shall be made monthly; and in case such payment shall not be made as above provided, then and in that case the obligations of this section upon such railroad company shall from and thereafter cease and be inoperative as against it, until such costs and expenses are fully paid; *provided further*, that no such side-track shall be built within four miles of a station on such railroad.

SECTION 2. This act shall take effect and be in force from and after its passage and publication.

Approved March 4, 1875.

CHAPTER 208—LAWS OF 1875.

AN ACT in relation to the Wisconsin Farm Mortgage Land Company.

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Commissioners of the Wisconsin Railroad Farm Mortgage Land Company shall be and are hereby required to furnish a list of all lands held by them in each county in this State, describing each piece by forty acre lots, or fractional parts thereof, and designating, by description, what lands have been disposed of during the 1874, to the county clerk of each county in which such lands are located, on or before the first day of April, 1875.

SECTION 2. Said commissioners shall annually hereafter report to each county clerk of the county in which such lands are located,

what part if any of said lands have been sold, describing the same, up to the first day of April in each year.

SECTION 3. This act shall take effect and be in force from and after its passage and publication.

Approved March 4, 1875.

CHAPTER 129—LAWS OF 1876.

AN ACT to amend chapter two hundred and eight (208), of the general laws of 1875, entitled, "An act in relation to the Wisconsin Railroad Farm Mortgage Land Company,"

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Chapter two hundred and eight, of the laws of 1°75, is hereby amended by adding thereto the following new section, to be known as section 3 of said act: Any person or persons neglecting or refusing in any manner to comply with the provisions of this act, shall upon conviction thereof be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than fifty dollars for each and every offense.

SECTION 2. This act shall take effect and be in force from and after its passage.

Approved March 6, 1876.

CHAPTER 227—LAWS OF 1876.

AF ACT to provide for the recording of lands of the Wisconsin Railroad Farm Mortgage Land Company, in the register's office of the several counties in which such lands are situated.

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. The secretary of state shall cause to be made out lists of the lands of the Wisconsin Railroad Farm Mortgage Land Company, situated in the several counties of this state. Said lists shall contain full descriptions of all such lands in any county, and shall be certified to by said secretary of state, under his hand and the seal of his office, and on or before the first day of July, A. D. 1876. Such lists certified to, as aforesaid, shall be transmitted to the register of deeds of the several counties respectively, in which such lands are situated.

SECTION 2. Any register of deeds receiving such lists and certificates, shall record the same at length in the record books of his

office, and enter the same in the tract index book in the same manner as conveyances of land are required by law to be recorded and indexed.

SECTION 3. Such register of deeds shall receive for such services five cents for each description of lands contained therein, to be paid by the treasurer of said Wisconsin Railroad Farm Mortgage Land Company.

SECTION 4. The record of said certificate or certificates, so made as aforesaid, or any certified copy or copies thereof, shall be, and are hereby declared to be admissable in evidence in the same manner, and with like force and effect, as the records of conveyances now required by law to be recorded and certified transcripts thereof are received in all courts and places.

SECTION 5. This act shall take effect and be in force from and after its passage.

Approved March 9, 1876.

CHAPTER 248—LAWS OF 1875.

[*As amended by chapter* 169, *laws of* 1876.]

AN ACT relating to the fencing of railroads.

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. All railroad companies in this State, whose roads have been in operation two years or more, in carrying goods aand passengers over the same, or over any portion of such roads, are hereby required to fence the same, and to construct the necessary farm crossings and cattle-guards, whenever said roads or portions thereof have been so running through enclosed lands, or through lands that may hereafter be enclosed.

SECTION 2. Any owner or occupant of such enclosed land or lands that may hereafter be enclosed, if the railroad company whose track runs through such lands, refuses or neglects to comply with the requirements of the foregoing section, may give notice in writing to such company to fence its road so running through his premises, and to construct the necessary farm crossings and cattle-guards thereon, and if such company, after being so notified, shall refuse or neglect for the space of six months to fence its road and to construct the necessary farm crossings and cattle-guards, it shall be liable to pay to the owner or occupant of such premises the sum of ten dollars for each and every train of cars, or for each locomotive that may thereafter pass through such premises and over such road, to be recovered in an action of trespass against the railroad company so offending; *provided*, that the time between the first day of November and the first day of May succeeding in any year shall be excluded from and not included in the six months aforesaid.

SECTION 3. The notice mentioned in the foregoing section shall be signed by the person owning or occupying the land, and shall contain a description of the premises so owned or occupied, and may be served on the president, general manager, or superintendent of such road, or on any agent having charge of a station on such road, by leaving a copy thereof with any of said officers.

SECTION 4. Upon the trial of any action arising under this act against such railroad company, it shall not be necessary for the plaintiff to prove ownership of the land, but the proof of possession of the premises shall be deemed sufficient to entitle him to sustain such action.

SECTION 5. Every justice of the peace shall have concurrent jurisdiction with the circuit court of the county wherein such action may arise against any railroad company not complying with the provisions of this act.

SECTION 6. All acts and parts of acts contravening the provisions of this act, are hereby repealed.

SECTION 7. This act shall be in force from and after its passage and publication.

Approved March 4, 1875.

CHAPTER 280—LAWS OF 1875.

AN ACT to restore sections one (1), two (2), three (3), and seven (7), of chapter seventy-nine (79), of the revised statutes of 1858.

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. That sections one (1), two (2), three (3), four (4), five (5), and seven (7), of chapter seventy-nine (79), of the revised statutes, be and the same are hereby revived, restored and re-enacted and declared to be in full force and effect; subject, however, to the provisions of section three (3), of chapter 341, of the laws of 1874, entitled, "an act in relation to railroads."

SECTION 2. This act shall take effect and be in force from and after its passage and publication.

Approved March 5, 1875.

Sections 1, 2, 3, 4, 5, and 7, of chapter 79, of the revised statutes, read as follows:

SECTION 1. All railroad companies now organized, or hereafter to be organized, which now have or hereafter may have their termini fixed by law, whenever their said road or roads intersect by continuous lines, be and the same are hereby authorized and empowered to consolidate their property and stock with each other, and to consolidate with companies out of this State, whenever their lines connect with the lines of such company out of the State.

SECTION 2. Such consolidation may take place whenever the said companies shall respectively agree upon the terms and conditions of the same; and the said companies, when so consolidated shall be authorized to agree upon the name or names of such consolidated company, and by such name or names the said consolidated company shall be a body corporate and politic; shall have a common seal or seals; and by such name or names shall be respectively contracted with, and make contracts, shall sue and be sued, implead and be impleaded with; and shall have all the powers, franchises, and immunities which the said respective companies shall have by virtue of their respective charters, before such consolidation passed, within the State of Wisconsin; *provided*, that each consolidated company shall file for record in the office of secretary of state a copy of their said articles of consolidation, evidenced by the signature of the presiding officer of each of said companies and the corporate seal thereof.

SECTION 3. The corporation or corporations formed by virtue of the provisions of this chapter shall have power to increase their capital stock to any amount required by resolution of their respective boards of directors, not exceeding the amount of the cost of the roads and works constructed and equipped by them; to borrow money and fix the rate of interest therefor; to issue bonds, and the same to sell at such price as they may deem expedient, such sales being hereby authorized and confirmed; and to make any other contracts authorized by the by-laws of the said corporation or corporations within the purview of their said charters.

SECTION 4. Such corporation or corporations, when so formed, shall have the same power to consolidate with other companies, when their lines connect, upon such terms as may be agreed upon by them respectively.

SECTION 5. No company in this State shall be authorized under the provisions of this chapter to consolidate with any company beyond the limits of the State, until the termini of such company in the State shall first have been fixed by the laws of this State at the boundary line thereof.

SECTION 7. All proceedings for the purpose of consolidation, as above provided, shall be fixed and regulated by the by-laws of the respective companies desiring such consolidation; *provided*, that such consolidation shall not take place until the terms of such consolidation shall have been approved by a majority of the stockholders in interest, in person or by proxy, at an annual or called meeting, of which due notice shall be given by publication or in writing to all stockholders interested, or the same to be approved by the written consent of a majority of the stockholders in interest, filed in the office of the company.

NOTE OF THE COMMISSIONER.—Chapter 280, of the laws of 1875, re-enacts sections 1, 2, 3, 4, 5, and 7, of chapter 79, of the revised

statutes, which were repealed by chapter 49, of the laws uf 1864. These sections were re-enacted subject to the provisions of section 3, chapter 341, of the laws of 1874. This law is repealed by section 13, of chapter 57, of the laws of 1876, and section 3 of said chapter is substantially re-enacted by section 8, of chapter 57, of the laws of 1876, and which becomes section 12 in this compilation, leaving chapter 280, of the laws of 1875, in full force.

CHAPTER 97—LAWS OF 1876.

AN ACT to regulate the license to be paid by railroad companies.

The people of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. The license fees required to be paid by law by railroad companies whose roads are operated in this State, shall be as follows: First, four per centum per annum of their gross earnings by all companies whose gross earnings equal or exceed three thousand dollars ($3,000) per mile per annum of operated railroad. Second. Five dollars per mile of operated railroad by all companies whose gross earnings exceed one thousand five hundred dollars ($1,500) per mile per annum, and are less than three thousand dollars ($3,000) per mile per annum, and in addition, two per centum of their gross earnings in excess of one thousand five hundred dollars ($1,500) per mile per annum. Third. Five dollars ($5) per mile of operated road, by all companies whose gross earnings do not exceed one thousand five hundred dollars ($1,500) per mile per annum.

SECTION 2. The annual report of each railroad company operated in this State, whose gross earnings are less than three thousand dollars ($3,000) per mile per annum of operated railroad, shall contain, in addition to the matters now provided by law, the number of miles of railroad actually operated by it, and its gross earnings per mile for the calendar year preceding the report.

SECTION 3. All licenses issuable in and for the year 1876, shall be granted upon reports made for the business of the preceding year, and at the rates prescribed in this act.

SECTION 4. Nothing in this act shall be construed to alter or repeal any of the provisions of chapter one hundred and thirteen (113,) of the laws of 1875, entitled "an act to amend chapter two hundred and seventy-three (273,) general laws of 1874, entitled, 'an act relating to railroad, express and telegraph companies in the State of Wisconsin,"' or chapter two hundred and seventy-eight (278,) of the laws of 1875, entitled, "an act to exempt the Wisconsin Valley Railroad from the payment of the license fee required by law, for the term of three (3) years."

SECTION 5. This act shall take effect and be in force from and after its passage.

Approved March 3, 1876.

CORRESPONDENCE RELATING TO RAILROAD CONNECTIONS AT JUNCTION POINTS.

STATE OF WISCONSIN,
OFFICE OF RAILROAD COMMISSIONER,
Madison, May 1, 1876.

S. S. Merrill, General Manager Chicago, Milwaukee and St. Paul Ratlway.

DEAR SIR:—Many persons residing in the north-eastern portion of the State and especially Attorneys practicing in the Supreme Court desire to reach Madison by night trains. I notice by your time card that your freight train No. 13 passes Milton Junction but a short time previous to the arrival of the Northwestern trains going both north and south. If you could consistently delay that train until the arrival of the Northwestern trains, you will greatly accomodate all persons resident upon the Northwestern road who have business at the Capital.

Please give this matter you attention and report to me at as early a day as practi cable,

Very respectfully,

DANA C. LAMB,
Railroad Commissioner.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
GENERAL MANAGER'S OFFICE,
Milwaukee, May 4, 1876.

Dana C. Lamb, Esq., Railroad Commissioner, Madison Wis.,

DEAR SIR:—Replying to yours of the 1st inst., I would say I have given orders that our freight train No. 13, which passes Milton Junction about thirty minutes prior to the arrival of the Chicago and Norrhwestern night passenger train from the nerth, shall be held until the arrival of that train, so as to give passengers an opportunity of reaching Madison early in the morning.

A new time card will be issued within a few days, when the time of our train No. 13 will be changed so as to make the connection you refer to with regularity.

Thanking you for calling my attention to this matter,

I am, very truly yours,

S. S. MERRILL,
General Manager.

STATE OF WISCONSIN,
OFFICE OF RAILROAD COMMISSIONER.
Madison, October 4, 1876.

S. S. Merrill, General Manager, Chicago, Mil. & St. Paul Ry., Milwaukee, Wis.

DEAR SIR:—Permit me to call your attention to the fact of irregularity in the running of the train on the Watertown and Madison division of your road; a public notice of which appears in the Madison Journal of this date, a copy of which I herewith hand you. Complaints from individuals had come to this office, but being *informal*, and thinking the matter accidental, or temporary your attention had not been called to it. Trusting you will give it your earliest attention and that the cause of complaint will be corrected: I remain.

Respectfully yours,

DANA C. LAMB, *Commissiono.*

Per JAMES H. FOSTER, *Sec.*

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,
GENERAL MANAGERS OFFICE.
Milwaukee, October 5, 1876.

Hon. Dana C. Lamb, Railroad Cnmmissioner:

DEAR SIR:—I am in receipt of your favor of the 4th inst with slip from the Madison Journal, in reference to time of train between Watertown and Madison. The passenger travel is very light on that part of our road, and would not pay to run clear passenger trains, we will however try and run the mixed train so that there shall be no cause of complaint.

Respectfully Yours,

S. S. MERRILL,
General Manager.

STATE OF WISCONSIN,
OEFICE OF RAILROAD COMMISSIONER.
Madison, November 5, 1876.

S. S. Merrill, General Manager Chicago, Milwaukee & St. Paul Railway.

DEAR SIR:—In my opinion a connection morning and evening with the Sheboygan and Fond du Lac road at Ripon, would be very desirable, and as the present arrangement of your time tables would only require a very slight modification I call your attention to it.

It will be impossible for the Sheboygan and Fond du Lac to make any material change in their time with their present connections with the Northwestern at Fond du Lac, hence the concession of time will rest entirely with you.

Please give the matter your attention, and advise me at as early a day as is convenient of your decision.

Very respectfully,

DANA C. LAMB,
Commissioner.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,
GENERAL MANAGERS OFFICE.
Milwaukee, November 10, 1876.

Hon. Dana C. Lamb, Railroad Commissioner:

DEAR SIR:—I am in receipt of your favor of the 5th inst., asking if we cannot change the time of our train on Northern Division, so as to connect with the Sheboygan and Fond du Lac Railroad at Ripon.

Upon examination of our time tables, I find that we can do so, and have directed our superintendent to make the change as suggested by you.

Respectfully yours,

S. S. MERRILL,
General Manager.

Correspondence relating to stop-over checks on round trip tickets.

On the eighth day of September last, the following letter was addressed to S. S. Merrill, General Manager of the Chicago, Milwaukee and St. Paul Railway—Marvin Hughitt, General Manager of the Chicago and Northwestern, and D. A. Olin, Superintendent of the Western Union.

The replies being substantially the same I only quote that of the Manager of the St. Paul Company.

STATE OF WISCONSIN,
OFFICE OF RAILROAD COMMISSIONER,
MADISON, WIS., September 8, 1876.

S. S. Merrill, General Manager Chicago, Milwaukee and St. Paul Railway.

SIR: I am in receipt of a communication published in the "Madison Patriot" of August 31, making complaint against the several companies named in chapter 57 of the general laws of 1876, in the matter of the refusal of said companies to grant stop.over checks on round trip tickets, to which I have made answer that in my opinion the intention of the law was to give the passenger holding a round trip tick. et the same rights as any other. I have further answered that I had no doubt that -he railroad companies in the same spirit of fairness which has characterized their action thus far in my observation would at once remove the restriction.

Please have the kindness to advise me at as early a day as may be convenient of your decision in the premises.

Very respectfully yours,

DANA C. LAMB,
Railroad Commissioner.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
GENERAL MANAGER'S OFFICE,
MILWAUKEE, Sept. 20, 1876.

Hon. Dana C. Lamb, Railroad Commissioner, Madison:

DEAR SIR: I have delayed replying to your favor of the 8th inst., hoping that I might have an opportunity to confer with Mr. Hughitt, of the Chicago and Northwestern Railway, upon the subject mentioned therein, but owing to his absence from home I have not been able to see him.

I therefore write now for the purpose of acknowledging the receipt of your letter, and to say that we are always disposed to modify any of our regulations which are found to be burdensome to the public, so far as we can consistently. With reference to the question raised, I would say, that we cannot consistently issue stop-over checks with our present form of round trip ttcket, for the reason that the passenger would not only retain in his possession the ticket originally purchased by him, but the *stop-over check* also, leaving us no reasonable way of keeping track of our business. So far as I know, there is no law on the subject of stop-over checks, either in this or any other State. The custom of issuing such checks originated with the roads themselves many years ago, and was first confined to passengers holding through tickets, but finally the privilege was extended to all passengers holding regular first-class full fare tickets. So far as I know, stop-over checks have never been issued to passengers holding second class tickets, nor to those riding on excursion or commutation tickets. I dare say, at the time of writing his letter for publication, the writer wns laboring under the mistaken impression that our refusal to give stop-over checks to passengers holding round trip tickets subjected the public to additional expense; but such is not, by any means, the case. Our rate being uniformly three cents per mile, a person can go across the entire State, stopping in as many places as he pleases, and return again, having purchased round trip tickets from one stopping place to another, at the same expense for fare as though he had traveled on one round trip ticket the whole distance. You will see, therefore, that our regulatation forbidding the issue of stop-over checks on round trip tickets was not made for the purpose of putting the public to additional expense, but was thought to be necessary in order that we might keep some account of our business.

I did not, however, at this time, intend to say auything upon the merits of the question raised, but my chief object in writing was to assure you that it is our wish to accommodate the public in all reasonable ways, and as soon as I have an opportunity of consulting with our neighbors—the Chicago and Northwestern Railway—upon this subject, for the purpose of seeing if, by the adoption of some other form of round trip ticket, we shall then be able to issue stop-over checks, I will advise you more definitely what our conclusion upon the question so raised is. You may, therefore, expect to hear from me again upon this subject.

Truly yours,

S. S. MERRILL,
General Manager.

On the 1st day of December I again called the attention of the managers of the St. Paul and Northwestern companies to the subject in the following letter, the answers to which are appended hereto.

STATE OF WISCONSIN,
OFFICE OF RAILROAD COMMISSIONER,
Madison, December 1, 1876.

S. S. Merrill, General Manager Chicago, Milwaukee and St Paul Railway.

DEAR SIR—On the 8th day of September last, I addressed you a letter stating that I was in receipt of a communication published in the "Madison *Patriot*" of August 31, asking that I make "full answer and decision" in the matter of the refusal of your company to grant "stop over checks" on "round trip tickets" to which I received your answer, that you would take the matter under consideration and gtve me a final answer soon. I am not yet in receipt of that final answer, and would ask that you at your earliest convenience give me your decision in the premises.

Very respectfully,

DANA C. LAMB,
Railroad Commissioner.

CHICAGO, MILWATKEE AND ST. PAUL RAILWAY,
GENERAL MANAGER'S OFFICE,
MILWAUKEE, Dec. 5, 1876.

Hon. Dana C. Lamb, Railroad Commissioner, Madison:

DEAR SIR: In reply to your second favor, under date of December 1, concerning the issue of stop-over checks to passengers holding round trip tickets, and in addition to what was stated in my letter to you of September 20, on the same subject. I desire to say that after carefully considering the whole question we are compelled to decline changing our present regulations.

It is, perhaps, proper to say that while we intend to accommodate the public to the fullest possible extent, we must at the same time decline to adopt a custom which would necessarily lead to much confusion in our business, as well as open an easy way for the practice of frauds upon us, and which does not necessarily affect our revenues one way or the other, nor does it necessarily save the traveling public from any expense. The practice of issuing stop over checks has always been confined to persons holding first-class tickets, and it is a mere practice adopted by the roads themselves, and not rendered necessary by any existing law, so far as I am able to ascertain.

Our round-trip tickets are necessarily issued in inseparable form, and it would be unsafe to issue them in any other manner for the reason that speculators and designing persons could purchase them in quantities, and having separated the outward from the return ticket, dispose of them to the public as single tickets at con-

siderably less than our established price for such tickets, and thus practice a fraud upon us. For this reason, the ticket to go and return is issued together on the same coupon; and while this is necessarily the case, as I have no doubt you will readily admit, we cannot issue stop-over checks and leave in the possession of passengers such check, in addition to the ticket originally purchased by them. Such a practice would leave us no way to keep account of our business.

Under the existing law round-trip tickets, as well as 500-mile tickets, are on sale at all stations in this State, and the traveler who may want to go across the State stopping at various places on the way, will find that it costs him no more money in the aggregate to purchase a round trip ticket from one stopping place to another than it would to purchase a round trip ticket for the entire journey.

With this statement of the facts in the case as they actually exist, I trust you will not consider us selfish or unreasonable in declining to adopt the regulation which would not necessarily save the traveling public any expense which would create much confusion and trouble to us.

Truly yours,

S. S. MERRILL,
General Manager.

CHICAGO AND NORTHWESTERN RAILWAY COMPANY.
OFFICE OF THE GENERAL MANAGER,
CHICAGO, December 5, 1876.

DEAR SIR:—Replying to your favor of the 1st December, in regard to this company issuing "stop-over" checks to passengers holding "round trip tickets" of this company's issue, I would say:

The only person who could possibly desire a "stop-over check" on a round trip ticket, would be one who *after* he had purchased his round trip ticket for a certain passage, and *after* he had started on his journey, might find that he desired to stop *before* he had reached his original destination. Your knowledge of the average of railroad travelers in the State of Wisconsin must convince you that such persons are rarely met with, so rarely that no thinking person would ask any railway company to lay themselves open to any of the abuses, expenses, and trouble that we shall show would be incident to the issuing of the "stop-over checks" in question. We cannot believe that any reasonable body of men would ask that special rules should be made for the express accommodation of so small a per centage of the bulk of travel on any given line as is made up of those actually requiring "stop-over checks" on round trip tickets. No real necessity exists that should prompt this or any other company to issue "stop-over checks" on "round trip tickets," as sold and used in the State of Wisconsin, nor are any number of persons in the State injured in any way by the refusal to issue such "stop-over checks." Because, any person can buy, at any station on this company's lines in the State of Wisconsin, five hundred mile tickets, at the same rate per mile as is charged for round trip tickets, and upon such tickets he may travel from station to station all through the State; can

stop off at any or every station as long as he may see fit and resume his journey as his business or pleasnre may dictate; or he can pass back and forth in eithet direction, between all or any stations, as he may choose. Or, not desiring to invest in five hundred mile tickets, he can purchase "round-trip tickets" at all stations in the State to all or any other station in the State, and thus visit every station on this line of road in the State without having any use for a "stop.over check,'' and without costing him one cent more than he would pay for his passage if "stop-over checks" were issued to him between every station on the line. For instance, a party at Madison desires to go to Hanover, and stop off at say Oregon and Evansville. In place of buying a round trip ticket from Madison to Hanover and back, he would buy a round trip ticket from Madison to Oregon and back; then Oregon to Evansville and back, and then Evansville to Hanover and back, thus providing himself with all the privileges and rates incident to the purchase of round trip tickets, and yet providing himself with lay-over rights at Oregon and Evansville; and o on between all or any stations in the State.

That these tickets can be so purchased and used without increusing the cost of the trip, you well know, as you are aware that all round trip tickets on this line are sold at a uniform rate of three (3) cents per mile, no matter if the distance be longer or shorter. It is not capriciousness or any desire to incommode the traveling public, or in any way or manner render odious any legislation that has prompted us to refuse, or that now induces us to decline to issue "stop-over checks" on round trip tickets. Our refusal is based upon other and better grounds than any of these.

In conforming to the law in the preparation of the "round trip tickets," we had to devise a form of ticket that gave the round trip passage on a single coupon, that is, we had to make for the round trip a ticket that could not be split or divided, for if we had issued a ticket of two coupons (one for the going and the other for the returning trip) they could be separated and be used as single trip tickets, and the company thus be defrauded out of the difference per mile that the law allows between single trip and round trip tickets. A ticket of a single coupon for a round trip, therefore, seemed to be the only form that we could use. To illustrate this point we will suppose that round trip tickets had been prepared with two coupons (one for the going and the other for the return trip) good between Madison and Sparta, and placed them for sale in our ticket office at Madison, at the legal rate of three cents per mile for the round trip. The ticket speculatar at Madison would buy five, fifty, or a hundred at a time; would divide them, retaining the portions or coupons reading from Madison to Sparta, and sending the other portions or coupons reading from Sparta to Madison, to another ticket speculator at Sparta. These two parties would then have five, fifty, or a hundred single trip tickets at each end of the route that they could sell for three and a half or three and three-quarter cents per mile, and thus not only undersell the regularly authorized agents of the company, but also clearly and readily defraud the company out of the difference between the rate allowed for a single trip ticket (four cents per mile) and that of a round trip ticket (three cents per mile). The use of the single coupon round trip ticket being thus forced upon us, at once debars us from using any check either upon the passenger or the train employe who might desire to defraud the company, as they could readily do, if "stop-over checks" were issued on such tickets, for if we issued

them we should be obliged to leave in the passengers hands, his passage ticket, and at the same time give him a "stop-over check."

In issuing stop-over checks on single trip tickets, the conductor takes up the passage ticket and returns it to our ticket auditor, who has it to check against the conductors "stop-over check" when that comes in with future train collections. Should we issue "stop-ever checks," on round trip tickets as we have shown above, the passage ticket would be held by the passenger and we shouid have no check on the conductor that could detect him if he issued, or even sold, his "stop-over checks."

This opens too wide a door of temptation and opportunity for fraud to warrant any company in inaugurating it. We might say in conclusion, that many railroads in various parts of the country do not issue any form of "stop-over check" on any form of passage ticket, and in no part of this country, or in any other, does any railroad issue "stop-over checks" on anything but single trip tickets.

Respectfully yours,

MARVIN HUGHITT,
General Manager.

HON. DANA C. LAMB,
Railroad Commissioner, Madison.

Full Text of the Reports of Classified Railroad Companies.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILROAD COMPANY,

TO THE

RAILROAD COMMISSIONER,

OF THE

STATE OF WISCONSIN,

For the year ending September 30, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, *October* 1876.

To the Chicago, Milwaukee & St. Paul Company:

This blank is furnished you for the pnrpose of your entering therein the Annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

For the year ending September 30, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	ADDRESS.	SALARIES.	
Alexander Mitchell, President	Milwaukee		
Julius Wadsworth, Vice President	New York		
A. D. Jennings, Secretary	Milwaukee		
John W. Cary, General Solicitor	do		
R. D. Jennings, Treasurer	do		
S. S. Merrill, General Manager	do		
John C. Gault, Assistant Manager	do		
D. J. Whittemore, Chief Engineer	do		
A. V. H. Carpenter, General Ticket Agent	do		
O. E. Britt, General Freight Agent	do		
J. P. Whaling, Auditor	do		
	Total salaries		

1. General Offices at Milwaukee, Wisconsin.

Names of Directors.	Residence.	Names of Directors.	Residence.
Alexander Mitchell	Milwaukee	Jere. Milbank	New York.
Julius Wadsworth	New York	Geo. W. Weld	Boston.
S. Chamberlain	Cleveland	Abraham R. Van Nest	New York.
John M. Burke	New York	John Plankinton	Milwaukee.
W. S. Gurnee	do	J. G. Thorp	Madison.
Peter Geddes	do	J. M. Bowman	Kilbourn.
David Daws	do		

ALEXANDER MITCHELL,
S. CHAMBERLAIN,
JULIUS WADSWORTH,
W. S. GURNEE,
PETER GEDDES.
Executive Committee.

2. Date of annual election of directors.
June.

3. Name and address of person to whom correspondence, concerning this report, should be directed.
J. P. Whaling, Auditor, Wilwaukee.

CAPITAL STOCK.

1. Capital stock authorized by charter	
2. How many kinds of stock? Two. Common and Preferred	
3. Amount of common stock	$15,399,261 00
4. Amount of preferred stock	12,274,483 00
5. Total capital stock	$27,673,744 00
6. *Proportion of stock for Wisconsin	$13,154,424 42

7. Rate of Preference.
8. How much common stock has been issued since June 30, 1875.
   None.
9. For what purpose? and what was received therefor.
10. How much preferred stock has been issued since June 30, 1875?
    None.
11. For what purpose? and what was receivee therefor?

NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character, should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of of bonds, including amounts, dates of issue, interest, where and when payable. (see statement attached	$29,911,500 00	$14,218,118 00
2. Amount of debt not secured by mortgage in excess of assets	None.	None.
3. Total funded debt	$29,911,500 00	$14,218,118 00
4. Net cash realized from bonded debt, above described	.....	.....
5. Proportion of debt, bonded and floting for Wisconsin	.....	$14,218,118 00

Class of bonds.	Date of issue.	Rate of interest	Where payable	When payable.	Amount.
Consolidated mortgage bonds	1875	7	N. Y.	July 1, 1905	$5,610,000 00
First mortgage, La Crosse Div	1863	7	N. Y.	Jan. 1, 1893	6,600,000 00
First mortgage, Iowa & Minn. Div	1867	7	N. Y.	July 1, 1897	3,810,000 00
First mortgage, Prairie du Chien Div	1868	8	N. Y.	Feb. 1, 1898	3,674,000 00
Second mortgage, Prairie du Ch'n Div	1868	7 3/10	N. Y.	Feb. 1, 1898	1,315,000 00
First mortgage, Chicago & Mil. Div	1873	7	N. Y.	Jan. 1, 1903	2,500,000 00
First mortgage St. Paul (or River) Div.	1872	†7	London	Jan. 1, 1902	4,000,000 00
First mortgage, Iowa & Dakota Div	1869	7	N. Y.	July 1, 1899	748,000 00
First mortg'e, Hastings & Dakota Div.	1872	7	N. Y.	Jan. 1, 1902	234,000 00
Second mortgage	1864	7	N. Y.	Oct. 1, 1884	675,000 00
Eastern Division, Palmer mortgage	1854	8	N. Y.	Nov. 1, 1874	3,500 00
Minnesota Central	1864	7	N. Y.	July 1, 1894	190,000 00
Milwaukee & Western	1861	7	N. Y.	July 1, 1891	234,000 00
Equipment & Bridge	1873	10	N. Y.	June 1, 1883	219,000 00
Real Estate Purchase Money	1864	7	N. Y.	July 1, 1874	97,500 00
Milwaukee City	1854	7	N. Y.	Mc'h 1, 1874	1,500 00

†Gold.

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876. Depot grounds, etc.... 2. What for real estate, and for what purpose purchased?.....	$45,281 63	$7,541 91
3. What has been expended in construction between June 30, 1875, and Sept. 30, 1876?..... 4. What for improvement?.....	474,161 75	356,039 54
5. What for other items of expense, for construction and equipment.....	637,130 62	368,967 47
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned.....	None.	None.
7. Total expended between June 30, 1875, and Sept. 30, 1876.....	$1,156,574 00	$732,548 92
8. Total cost of entire line, as per last report..	$54,647,902 35	.....
9. Total cost of entire line to date.....	$55,804,476 35	.....

EXPENDITURES FOR CONSTRUCTION AND PERMANENT IMPROVEMENTS FROM JULY 1, 1875 TO SEPTEMBER 30, 1876.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between June 30, 1875, and September 30, 1876.	.....	.....
2. How much for bridges, etc.	$141,572 48	$67,082 55
3. How much for tunnels.	82,966 97	82,966 97
4. How much for iron bridges. } See ques. 2.	.....	.....
5. How much for wooden bridges. } See ques. 2.	.....	.....
6. How much for ties and tying.	.....	.....
7. How much for iron rail. No. miles, lbs. wt. per yard.	.....	.....
8. *How much for steel rail. No. miles. About 56. Lbs. wt. per yard	276,801 77	197,688 92
9. How much for chains, spikes, fish-bar, etc.		
10. How much for laying track.	.....	.....
11. How much for passenger and freight stations etc. No. stations.	13,804 28	12,320 60
12. How much for engine and car shops. No.	.....	.....
13. How much for machine shops. No.	.....	.....
14. How much for machinery and fixtures.	.....	.....
15. How much for engine houses. No.	.....	.....
16. How much for car sheds. No.	.....	.....
17. How much for turn tables. No.	.....	.....
18. How much for track and other scales. No.	.....	.....
19. How much for coal sheds, etc. No.	1,964 66	1,964 66
20. How much for fencing. No. miles.	2,055 76	.....
21. How much for elevators. No.	153,239 29	153,239 29
22. How much for locomotives and tenders. No. 6. Av. wt. tons	39,375 00	
23. How much for snow plows, as per schedule. No. Av. wt. tons	.....	
24. How much for wreckers. No. Av. wt. tons.	.....	
25. How much for passenger cars, 1st class. No. Av. wt. tons.		
26. How much for passenger cars, 2d class. No. Av. wt. tons.		
27. How much for baggage cars. No. Av. wt. tons	81,397 13	171,278 55
28. How much for mail cars. No. Av. wt. tons.		
29. How much for express cars. No. Av. wt. tons		
30. How much for freight cars, closed. No. 305. Av. wt tons	173,718 72	
31. How much for platform cars. No. 200. Av. wt. tons	57,622 00	
32. How much for hand cars. No. Av. wt. tons.	.....	
32½. How much for steam shovel. No. Av. wt. tons.	8,216 00	
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen and others.	.....	.....
34. How much for all other property not enumerated.	123,839 94	46,007 38
35. Total amount expended between June 30, 1875, and September 30, 1876.	1,156,574 00	732,548 92

*Steel rails laid in Wisconsin, 6,040—about 64 miles. See page 9, telegram.

CHARACTERISTICS OF ROAD.

Length of Road.

From—	To	Entire length.	Length in Wisconsin.	Weight of rail per yard.
Chicago	Milwaukee	85	38	From 56 to 60 per yard.
Milwaukee	Prairie du Chien	193	193	
No McGregor	St. Paul	212	.....	
No. McGregor	McGregor	1	.....	
Milwaukee	La Crosse	196	196	
La Crescent	St. Paul	128	.....	
Milwaukee	Portage City	96	96	
No. Milwaukee	Schwartsburg	6	6	
Horicon	Berlin	43	43	
Rush Lake	Winneconne	14	14	
Watertown	Madison	37	37	
Milton	Monroe	42	42	
Calmar	Algona	126	.....	
Conover	Decorah	10	.....	
Austin	Mason City	40	.....	
Mendota	Minneapolis	9	.....	
Hastings	Glencoe	75	.....	
Sabula	Marion	87	.....	
Total	.....	1,400	665	.....

The Chicago, Milwaukee & St. Paul Railway Company are operating the Oshkosh and Mississippi River Railway from Ripon to Oshkosh Length 20 miles. 65 per cent. of the gross earnings of which is included in the earnings as stated on page 7 of this report.

8. Aggregate length of tracks operated by this company *computed as single track.*
   1,400 miles.
9. Aggregate length of sidings and other track not above enumerated.
10. Number of junction stations.
    33.
11. What is the gauge of your lines?
    4 feet 8 and ½ inches.

NOTE—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of services.	Number of persons employed.	Average salary per annum.
Division and assistant superintendents	6	.....
Clerks in all offices	240	.....
Master and assistant mechanics	6	.....
Conductors	170	.....
Engineers	264	.....
Brakemen	383	.....
Flagmen, switch-tenders, gate-keepers, and watchmen	198	.....
Station agents	239	.....
Section men / Laborers	2,546	.....
Other empolyees. (Includes shop and round-house men, train baggage men, Firemen, and other employes not enumerated above.)	1,451	.....

Mileage and tonnage.	Miles.	
	Whole line.	In Wisconsin
2. Number of miles run by passenger trains	1,155,239	694,898
3. Number of miles run by freight and mixed trains.	3,377,884	2,008,378
	4,533,123	2,703,276
4. Number of miles run by construction and other trains	396,950	221,504
5. Total mileage	4,930,073	2,924,780
6. Total number of passengers carried	1,164,484	791,564
7. Total number tons freight carried one mile	284,799,153	187,181,974
8. Total number passengers carried one mile	60,117,771	37,030,344
9. Average distance traveled by each passenger, exclusive of 1,000 and 500 mile tickets	49½ miles.	44⅔ miles.

	Miles per hour.
10. The highest rate of speed allowed for express passenger trains	30
11. Schedule rate of same, including stops	20 to 25
12. The highest rate of speed allowed for mail and accommodation trains	25
13. Schedule of same including stops	20
14. The highest rate of speed allowed for freight trains	12
15. Schedule rate of same, including stops	10

16. Amount of freight carried per car. (Maximum load is 12 tons, our usual maximum load is 10 tons.)

Total freight in tons.	Whole line.	In Wisconsin
17.		
Grain	613,269	303,801
Flour	196,167	75,862
Provisions	22,815	15,967
Salt, cement, water lime and stucco	20,666	16,887
Manufactures, including agricultural implements, furniture and wagons	24,443	11,455
Live stock	52,445	33,626
Lumber ahd forest products	287,980	190,024
Iron, lead and mineral products	33,268	23,584
Stone, brick, lime, sand, etc	38,661	28,399
Coal	85,147	27,484
Merchandise and other articles	454,550	204,681
Total tons	1,829,311	931,770

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passengers.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wircousin.	Whole line	Wisconsin.
1875.								
October.....	$164,973 68	$93,856 75	$713,344 77	$494,384 05	$36,106 40	$21,753 24	$914,424 85	$609,994 04
November ..	143,325 30	80,001 09	687,467 03	466,218 86	34,060 57	24,577 07	864,852 90	570,797 02
December...	134,979 78	74,890 79	571,753 06	399,285 80	34,226 89	24,398 00	740,959 73	498,574 59
1876.								
January	111,473 32	62,246 84	376,732 09	252,510 42	34,326 75	20,715 87	522,532 16	335,473 13
February ...	108,279 73	61,033 13	372,983 27	241,322 44	32,694 79	19,076 12	513,957 79	321,431 69
March.....	132,219 02	74,465 89	395,992 69	244,665 57	32,680 63	18,777 21	560,892 34	337,908 67
April.....	127,683 47	95,403 98	399,541 37	242,593 30	35,474 90	22,391 71	592,684 74	360,438 99
May.....	118,347 03	95,174 67	555,935 22	376,146 99	33,853 97	19,721 91	748,136 22	491,023 57
June	184,484 76	110,326 70	611,709.56	425,057 75	34,064 70	20,086 89	830,259 02	555,471 34
July	190,281 79	114,235 10	435,388 41	286,015 39	35,023 27	21,031 80	660,693 47	421,282 01
August.....	199,783 04	115,326 55	312,394 27	203,618 75	36,748 32	21,933 80	548,725 63	340,879 10
September ..	208,466 41	127,283 34	371,025 54	249,434 98	38,131 79	23,162 89	617,653 74	399,881 21
Total....	$1,894,102 33	$1,104,274 83	$5,804,297 28	$3,881,254 30	$417,572 98	$257 626 23	$8,115,772 59	$5,243,155 36

Earnings of elevators in Milwaukee are not included in above statements.

1. Earnings per mile of road in Wisconsin $7,884 44
2. Earnings per mile of road on freight in Wisconsin 5,836 47
3. Earnings per mile of road on passengers in Wisconsin 1,660 56
4. Earnings per train-mile run, on freight, in Wisconsin ..... * 1.93
5. Earnings per train-mile run, on passengers, in Wisconsin ..... † 1.59
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight, as ..... 1 to 3
7. Average gross earnings per mile (665 miles) of road, exclusive of sidings (Wisconsin) 7,884 44
8. Average net earnings per mile (665 miles) of road, exclusive of sidings (Wisconsin) 3,310 23
9. Average net earnings per train-mile in Wisconsin 81

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

PAXMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail	$1,073,639 81	$550,854 26
Repairs of bridges	77,215 52	31,616 28
Repairs of fences	15,934 79	12,896 80
New steel rail, valued only as iron rail,‡ (included in repairs of track)	.....	.....
Other expenses on way	.....	.....
2. Maintenance of buildings	80,177 32	55,892 43
3. Maintenance of rolling stock:		
Locomotives	348,600 32	227,412 36
Passenger, baggage, mail, and express cars. } Freight cars }	408,897 68	.....
		267,315 05
Shop tools and machinery	27,844 08	18,846 00
4. Conducting transportation and general expenses:		
Management and general office	154,051 34	89,844 44
Foreign agency and advertising	65,921 93	38,557 95
Agents and station service	626,165 92	397,405 96
Conductors, baggage and brakemen	297,667 71	179,161 11
Engineers, firemen and wipers	393,177 24	241,914 22
Train and station supplies	135,390 93	92,098 81
Fuel consumed	733,216 63	451,958 07
Oil and waste	67,428 42	43,599 24
Personal expenses (included in other items)	.....	.....
Damage to persons	16,672 98	8,661 75
Damage to property	12,892 77	3,645 18
Loss and damage to freight and baggage	10,431 76	5,915 07
Legal expenses	48,102 49	29,821 64
Other general operating expenses	110,848 21	74,220 07
5. Current expenses:		
For taxes	276,434 11	203,569 29
For insurance	28,652 01	16,645 72
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid	.....	.....
6. (Entire line.) Total current operating expenses, being 61.7 per cent. of earnings	$5,009,363 97	.....
6½ (Wisconsin) Total current operating expenses, being 58 0 per cent of earnings	.....	$3,041,851 70

* To arrive at this result the miles run by freight and mixed trains were used. (Page 6, question 3.)

† To arrive at this result the miles run by passenger trains were used, as per page 6, question 2.

‡ In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Expenses, etc.—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
7. Average operating expenses of road, exclusive of sidings	$3,578 12	$4,574 21
8. Average operating expenses per train-mile	1.11	1.13
9. Excess of earnings over operating and current expenses	3,106,408 62	2,201,303 66
10. Cost of maintaining track and bridges per mile run	.25.4c	.21.5c
11. Cost of repairs of engines per mile run	.07.7c	.08.4c
12. Cost of engineers and firemen per mile run	.08.7c	.08.9c
13. Cost of oil and waste per mile run	.01.5c	.01.6c
14. Cost of fuel per mile run	.16.2c	.16.7c

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track	$276,801 77	$197,688 92
16. New rail on new track	None.	None.
17. New equipment	360,328 85	171,278 55
18. New bridges and culverts (not including replacements)	141,572 48	67,082 55
19. Real estate bought	45,281 63	7,541 91
20. New tools and machinery	.....	.....
21. New buildings	169,008 23	167,524 55
For other purposes	163,581 04	121,432 44
22. Total paid for new investment on the length of the company's lines since date of last report	$1,156,574 00	$732,548 92
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly	None.	None.
Total new investment	$1,156,574 00	$732,548 92
24. For interest on bonds for year ending September 30, 1876	2,105,613 62	$1,000,881 38
25. Dividends—rate 7 per cent.—on preferred stock for year 1874	1,719,000 00	816,836 00
26. Dividends—rate 7 per cent.—on preferred stock for year 1875		.....
Total payments in addition to operating expenses	$4,729,806 25	$2,247,991 22

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment. In consolidated sinking fund bonds at par.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

(All lines owned by Company in Illinois, Wisconsin, Iowa and Minnesota.)

Assets.	*Dollars.*	*Cts.*	*Liabilities.*	*Dollars.*	*Cts.*
Cost of road	55,804,476	35	Capital stock—preferred	12,274,483	00
Western Union Railroad stock	1,500,750	00	Capital stock—common	15,399,261	09
St. Paul, Stillwater & S. Falls Railroad stock	15,000	00	Bonds—outstanding	29,911,500	00
Madison & Portage Railroad bonds	129,771	13	Incumbrances assumed	18,935	00
Oshkosh & Miss. River R'y bonds	203,000	00	Unpaid pay rolls and bills	538,018	45
City of Hastings bonds	7,700	00	Deferred payments—real estate, Chicago	6,100	00
Stock of material on hand	418,697	67	Due other railway companies	10,494	17
U. S. Government post office department	45,764	08	Miscellaneous accounts	35,631	46
Balance due from agents and other companies	415,407	20	Dividends unpaid	5,805	86
Miscellaneous accounts	151,182	17	Coupon account	32,134	92
Bills receivable	3,500	00	Income account	938,737	09
Cash on hand	475,852	35			
Total	$59,171,100	95	Total	$59,171,100	95

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

All engines, with or without trains, are obliged to stop dead within 400 feet of all railroad crossings, and not proceed until the track is clear.

2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?

Whistling posts are set 80 rods each side of public highways, and all locomotives must blow whistle at these posts and ring bell until highway is crossed.

3. What platform and coupler between passenger cars do you use?

Chicago, Milwaukee & St. Paul Railway.

4. What kind of brakes do you use on passenger trains?

Air brakes.
Hand brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service.

Route.		Rate per mile per annum.
From—	To—	
Chicago	Milwaukee	$200 00
Milwaukee	La Crosse	244 00
Watertown	Madison	50 00
Winona	Saint Paul	293 00
Milwaukee	Prairie du Chien	125 00
Milton	Monroe	58 00
No. McGregor	Minneapolis	95 00
Conover	Decorah	55 00
Calmar	Algona	57 00
Austin	Mason City	50 00
Milwaukee	Berlin	80 00
Horicon	Portage	50 00
Nepenskun	Winneconne	45 00
Winona	La Crescent	150 00
Hastings	Glencoe	40 00
Ripon	Oshkosh	50 00
Sabula	Marion	50 00

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company; $325 per day. } All lines operated by com-
United States Express Company; $225 per day. } pany.
Freight taken at depots.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freights given any preference in speed or order of transportation, and if so, in what particular?

None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

We have no dining cars, and use sleepers of the Chicago, Milwaukee and St. Paul Railway Company.

Additional charges for accommodations in sleepers.

Between Chicago and Milwaukee, and La Crosse and Prairie du Chien, $1.50.

Between Chicago and Milwaukee, and St. Paul and Minneapolis, $2.00.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?

Yes.

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?

Yes.

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

No.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

No.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

None.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

It has always been our aim to make connections with all roads which we cross, and we have done so whenever it was practicable. The connections between our trains and those of other roads during the past year have been more perfect than ever before. A few unimportant connections are never made for the reason that it is not possible for us to make them.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so; how many acres?

No.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?

No.

18. What number acres sold and conveyed since date of your last report? None.

19. Average price, per acre, realized?

20. To what corporations have you sold land? How much, and what price since the date of your last report?

None.

21. Number of acres now held by Company?

None.

22. Average price asked for lands now held by Company?

23. Value of donations of right of way or other real estate received since the date of your last report?

24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?

None.

25. Total cash amount realized from such aid since date of your last report?

Nothing.

26. Amounts of land sold, but not conveyed, under contracts now in force?

None.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

None.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

None.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

None.

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?

None.

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

None.

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

None.

33 What is the amount now due the Company on lands sold, or contracted to be sold?

None.

34. Are there any terminal points or places, on your lines in, or out of, this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Chicago, Milwaukee, La Crosse, St. Paul, Minneapolis and Prairie du Chien.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

Yes; in some instances.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

We have.

— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal?

Too voluminous to give in detail.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

There have been some advances and some reductions in local rates.

38. What is your present tariff per mile for passengers, both through and local?

Four cents per mile, both through and local, except where shorter lines reduce our rates, and except for passengers buying round-trip tickets.

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?

In answer to question No. 39, would give the following: During the first six months of the year we sold at Wisconsin stations 233,214 local tickets; during the last six months we sold 113,243 local tickets, 72,545 round-trip tickets, and 1,218 500-mile tickets.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

Too voluminous to give in detail.

41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

In answer to question 41, would say: It is a rule of the road not to employ or to retain in service men who make an immoderate use of intoxicating liquors, and this rule is enforced.

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of Accidents	Statement of Each Accident. Give name of person, date and place of accident	Passengers. From causes beyond their control. Killed.	Passengers. From causes beyond their control. Injured.	Passengers. By their own misconduct or want of caution. Killed.	Passengers. By their own misconduct or want of caution. Injured.	Employes. From causes beyond their control. Killed.	Employes. From causes beyond their control. Injured.	Employes. By their own misconduct or want of caution. Killed.	Employes. By their own misconduct or want of caution. Injured.	Others. From causes beyond their control. Killed.	Others. From causes beyond their control. Injured.	Others. By their own misconduct or want of caution. Killed.	Others. By their own misconduct or want of caution. Injured.	Damages claimed.	Damages paid.
1	Wm. H. Gilman, Eagle, October 9, 1875								1						Time and Ex
2	Ned Handy, Boscobel, October 14, 1875												1		
3	T. Keltner, Milwaukee, October 13, 1875								1						
4	E. Roberts, Milwaukee, October 20, 1875												1		
5	Mrs. J. A. Tuttle, Tomah, October 22, 1875				1										
6	J. Watson (alias), Milwaukee, November 1, '75							1							
7	Thos. Gibson, Genesee, November 3, 1875												1		
8	P. F. Thompson, Cambria, November 10, 1875								1						
9	Jno. Christie, Doylestown, November 16, 1875						1								$45 00
10	Tim Sullivan, Brookfield, November 17, 1875						1								Time and Ex
11	Charles Banks, Edgerton, November 22, 1875												1		
12	Ed Clement, Doylestown, November 15, 1875								1						45 00
13	E. B. Taylor, Lone Rock, November 16, 1875						1								Time and Ex
14	E. W. Sleeper, Mauston, November 17, 1875								1						
15	G. Gegenheimer, Omro, November 23, 1875								1						
16	Ed Brown, Milwaukee, November 27, 1875												1		
17	Frank Thompson, Horicon, December 9, 1875						1								
18	A. Jones, Bangor, December 5, 1875								1						Time and Ex

ACCIDENTS.—*Continued.*

Number of accidents.	Statement of each Accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.			
	Give name of person, date and place of accident.	Killed	Injured.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
19	A. Conway, Elba, Nov. 11, 1875									1					275 and Ex.
20	T. Tearney, Hartland, Dec. 3, 1875									1					175 and Ex.
21	E. B. Taylor, Bridgeport, Dec. 12, 1875						1								Time and Ex
22	R. C. Wells, Mauston, Dec. 13, 1875									1					Time and Ex
23	J. Schrider, North Milwaukee, Dec. 17, 1875									1					
24	F. Cowell, Milwaukee, Dec. 17, 1875									1					
25	S. H. Smart, Schwartsburg, Dec. 24, 1875									1					
26	Mrs J. Bailey, Mazomanie, Dec. 27, 1875											1			
27	Jno. Reddy, Edgerton, Dec. 29, 1875								1						
28	T. Campin, Milwaukee, January 6, 1876								1						
29	Aug. Kemp, Milwaukee, January 10, 1876											1			
30	H. Glavenapp, Oshkosh, January 12, 1876												1		
31	Jno. Fallows, Milton, January 14, 1876												1		
32	Chas. Rosenthral, Oshkosh, January 20, 1876												1		
33	A. Benton, Oshkosh, January 20, 1876											1			
34	Jno. Flanagan, Minn. Junction, January, 21, '76						1								
35	Henry Kaufman, Palmyra, February 2, 1876								1					Time and Ex	
36	Wm. Kenyon, Portage February 2, 1876						1								

37	C. Hoag, Cross Plains, February 11, 1876												1		
38	Jno. Punch, Milwaukee, February 12, 1876								1					Time and Ex	
39	Ed. Carr, LeRoy, January 29, 1876								1						
40	S. D. Hawley So. Milwaukee, February 21, 1876												1	$94 00	
41	Robt. Dunn, No. Milwaukee, February 28, 1876						1								
42	H. F. Durbin, Milton, March 4, 1876								1					Time and Ex	
43	M. Fortune, Milwaukee, March 7, 1876								1						
44	Chas. B. Clark, Waupun, March 7, 1876		1											30 00	
45	Mrs. T. Shepard, Waupun, March 7, 1876		1												
46	A. O. Malley, Waupun, March 7, 1876		1												
47	Henry Fry, Madison, January 11, 1876												1	10 00	
48	T. Coyne, Monroe, March 11, 1876								1					Time and Ex	
49	Chas. Bowman, Kilbourn, March 22, 1876								1					Time and Ex	
50	E. Seldon, Cambria, March 27, 1876								1						
51	Jno. Moran, De Forest, March 27, 1876														
52	Wm. Gilbert, Arena, March 31, 1876												1		
53	D. Albee, Lisbon, April, 1, 1876						1							Time and Ex	
54	F. Topkey, Watertown, April 13, 1876								1					800 00	
55	Jno. Gethin, Poynette, April 18, 1876													Time and Ex	
56	D. Fitzgibbons, La Crosse, April 1, 1876						1								
57	A. Pierce, Lisbon, April 22, 1876								1						
58	A. Montey, Portage, April 27, 1876						1								
59	— Johnson, Milwaukee, May 10, 1876												1		
60	Fred Smith, La Crosse, May 15, 1876								1						
61	W. Jenkins, La Crosse, May 19, 1876								1						
62	W. Kager, Oak dale, May 29, 1876						1								
63	O. E. Tucker, Portage, May 29, 1876						1								
64	M. Mickel, Milwaukee, June 3, 1876												1		
65	Daniel Cronan, Tomah, June 5, 1876											1			
66	M. Minnecoe, Beaver Dam, June 6, 1876														
67	R. Knight, Mazomanie, June 6, 1876														
68	Levi Safford, Doylestown, June 10, 1876						1								
69	Chas. Vosburgh, Pra'e du Ch'n, May 3, 1876						1							Time and Ex	
70	Jno. Launce, Milwaukee, June 14, 1876								1						
71	E. Hausburg, Milwaukee, June 29, 1876						1							Time and Ex	
72	R. Fleming, Madison, June 30, 1876								1						
73	Jno. Rice, La Crosse, July 1, 1876								1						

ACCIDENTS.—*Continued.*

Number of accidents.	Statement of each accident. Give name of person, date and place of accident.	Passengers. From causes beyond their control. Killed.	Passengers. From causes beyond their control. Injured.	Passengers. By their own misconduct or want of caution. Killed.	Passengers. By their own misconduct or want of caution. Injured.	Employes. From causes beyond their control. Killed.	Employes. From causes beyond their control. Injured.	Employes. By their own misconduct or want of caution. Killed.	Employes. By their own misconduct or want of caution. Injured.	Others. From causes beyond their control. Killed.	Others. From causes beyond their control. Injured.	Others. By their own misconduct or want of caution. Killed.	Others. By their own misconduct or want of caution. Injured.	Damages claimed.	Damages paid.
74	Thomas Lane, Bangor, July 6, 1876								1					Time and Ex	
75	T. McGraw, Whitewater, July 7, 1876												1		
76	Wm. E. Bohnie, Whitewater, July 7, 1876						1							Time and Ex	
77	L. Daniells, Oconomowoc, July 8, 1876												1		
78	W. Urban, Bangor, July 14, 1876												1		
79	R. Trunbourn, S. Milwaukee, July 14 1876												1		
80	K. Kerner, S. Milwaukee, July 18, 1876											1			
81	M. Allen, S. Milwaukee, July 19, 1876												1	$16 and Ex.	
82	A. Kinney, Edgerton, July 21, 1876												1	$375 and Ex	
83	W. Neill, Iron Ridge, July 24, 1876								1						
84	M. NcMahon, Lisbon, August 1, 1876								1						
85	Wm. Grass, Milwaukee, August 4, 1876								1						
86	A. Grimshaw, Salem, August 4, 1876											1			
87	Jno. Liska, Milwaukee, August 7, 1876							1							
88	M. Norwatches, Milwaukee, July 25, 1876						1								
89	Jno. Rae, Black Earth, August 17, 1876								1						
90	R. L. Jones, Wauwatosa, August 21, 1876												1		
91	A. Proudfit, Waukesha, August 21, 1876												1		

92	Jno. McCabe, Elm Grove, August 26, 1876												1		
93	Mrs. McCabe, Elm Grove, August 26, 1876												1		
94	Jas. Hefron, Ripon, August 26, 1876						1								
95	Joe Meyrs, Stock Yards, August 29, 1876												1		
96	Mrs. Maher, Mazomanie, March 2, 1876												1		
97	M. O'Laughlin, Edgerton, August 9, 1876						1								
98	Jas. Stafford, Edgerton, September 28, 1876						1								
99	Jno. Gallagher, Edgerton, Septemper 30, 1876								1						
			3		1		23	3	35			7	27		

*See Madison and Portage Railroad Report.

1. Of the above accidents, those numbered as follows were caused by broken rails.

No's. 41, 45, and 43.

2. Of the above accidents those numbered as follows were caused by inattention of employees:

Total No..... Cannot state.

3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:

Total No..... None.

4. Of the above accidents those numbered as follows were caused by explosions:

Total No..... None.

5. Amount paid as damages caused by fire from locomotives (in Wisconsin). Year ending September 30, 1876.

$661.50.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR, DURING YEAR ENDING SEPTEMBER 30, 1876, IN WISCONSIN.

	Number killed.	Amount paid.
1. Cattle	49	$955 20
2. Horses	24	1,132 50
3. Mules	1	70 00
4. Sheep	123	240 00
5. Hogs	2	22 00
6. Total	199	2,419 70

7. Amount claimed yet unsettled, or in litigation.

REMARKS.

The statement of accidents, as shown on page 16 of this report, is full and complete, comprising all accidents on the company's lines in the State of Wisconsin that have been reported for the year ending September 30, 1876. A very large proportion of the injuries to persons were of the most trivial nature.

STATE OF WISCONSIN, } ss.
County of Milwaukee }

S. S. Merrill, General Manager, and R. D. Jennings, Secretary and Treasurer of the Chicago, Milwaukee & St. Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of October, A. D. 1876, to the best of their knowledge and belief. Signed,

[SEAL] S. S. MERRILL,
R. D. JENNINGS.

Subscribed and sworn to before me, a Notary Public, this fifth day of December, A. D. 1876.

[SEAL] G. E. WEISS,
Notary Public Milwaukee Co., Wis.

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating of railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies or others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB, *Commissioner*

SECTIONS OF LAW CONCERNING REPORTS.

GENERAL LAWS OF WISCONSIN, SESSIONS OF 1875 AND 1876.

*SECTION 3. To enable said Commissioner to make the report and return required by section twelve (12), of the act of which this is amendatory, the president or managing officer of each railroad corporation in the State, shall annually make to the Railroad Commissioner, in the month of October, such returns and in the form he may prescribe, as will afford the information required for his said official report. Such returns shall be verified by the oath of the officer making them, and any railroad corporation whose returns shall not be made, as herein prescribed, within the month of October, shall be liable to a penalty of one hundred dollars ($100) for each and every day after the thirty-first day of October that such return shall be wilfully delayed or refused.

†SECTION 4. Said Railroad Commissioner shall during the month of January in each year, ascertain and make return to the State Treasurer as hereinafter provided. 1st. The actual cost of each railroad in the State up to and including the 31st day of the next preceding December, and if such railroad shall be partly in and partly out of this State, then the actual cost of so much thereof as is in this State. 2d. The total gross receipts resulting from the operation of every such railroad during the next preceding year, ending on the 31st day of December, or that part of the same which is in this State. 3d. The total net earnings resulting from the operation of any such railroad during the next preceding year, ending on the 31st day of December, or that part of the same which is in this State. 4th. The total interest-bearing indebtedness of the company owning or operating such railroad, and the amount of interest paid by such company during the next preceding year ending on the 31st day of December, and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, removal, or operation of any part of such railroad which is not in this State, or for equipment for such part, such Railroad Commissioner shall ascertain and determine in such manner as he shall think just and equitable how much of its indebtedness is justly chargeable to to that part of said railroad that is in this State, and how much interest shall have been paid by such company during such year ending on the 31st day of the next preceding December, or (on) that part of such indebtedness which is justly chargeable to that part of said railroad that is in this State. The Commissioner shall prescribe the form and manner in which all reports required from railroad companies under the provisions of this act shall be made, and suitable blanks for that purpose, as by said Commissioners directed, shall be provided by the Secretary of State. The record of said Commissioner shall at all times be open to inspection by the Governor, Secretary of State, Attorney-General, and Legislature.

‡SECTION 5. Said Railroad Commissioner shall have power to administer oaths or affirmations, to send for persons or papers under such regulations as he may prescribe, and shall at any and all times have access to any and all books and papers in any railroad office kept for and used in any railroad office by any railroad company in this State.

*Section 3, chapter 57, laws 1876.
†Section 12, chapter 273, laws 1874.
‡Section 9, chapter 273, laws 1874.

NOTE.—The above sections of laws apply to all the reports which follow, and are omitted, repetition thereof being deemed useless.—COMMISSIONER.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY COMPANY

TO THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN,

For the Year Ending September 30, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ———, 187—.

To the ——— Company:

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

For the Year ending 30th September, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Names.	Address.	Saleries.*
Albert Keep, President	Chicago	
M. L. Sykes, Jr., 1st Vice-President	New York	
M. L. Sykes, Jr., Secretary	New York	
B. C. Cook, Solicitor	Chicago	
M. L. Sykes, Jr., Treasurer	New York	
Marvin Hughitt, General Manager	Chicago	
Marvin Hughitt, General Superintendent	Chicago	
E. H. Johnson, Chief Engineer	Chicago	
W. A. Thrall, General Ticket Agent	Chicago	
H. C. Wicker, General Freight Agent	Chicago	
J. B. Redfield, Auditor	Chicago	

* These officers are also the officers of other companies whose roads are operated by this company, receiving but one salary for all services. The proportion of their aggregate salaries for the State of Wisconsin (according to the miles in the State) is $13,291.86.

1. General offices at Chicago.

Names of Directors.	Residence.	Names of Directors.	Residence.
A. G. Dulman	New York	John Bloodgood	New York
Chas. R. Marvin	do	Wm. L. Scott	Erie
Harvey Kennedy	do	Albert Keep	Chicago
A. B. Baylis	do	John F. Tracy	do
David Dows	do	Henry H. Porter	do
R. P. Flower	do	Wm. H. Ferry	do
Samuel M. Mills	do	James H. Howe	Kenosha
M. L. Sykes, Jr.	do	J. L. Ten Have Frzn	Amsterdam, Hol.
Francis H. Tows	do		

Executive Committee.	Residence.
Albert Keep	Chicago.
A. G. Dulman	New York.
John F. Tracy	Chicago.
David Dows	New York.
A. B. Baylis	New York.
M. L. Sykes, Jr	New York.
H. H. Porter	Chicago.

2. Date of annual election of directors.
The first Thursday in June.
3. Name and address of person to whom correspondence, concerning this report, should be directed.
B. C. Cook, General Solicitor, Chicago.

CAPITAL STOCK.

1. Capital stock authorized by charter.
The authorized capital stock of this company is not a fixed amount, being contingent upon the amount of convertable bonds surrendered and the amount of the stocks of other companies which may be presented for conversion in accordance with the terms of various consolidations.
2. How many kinds of stock?
Two.

3.	Amount of common stock and scrip	$15,098,425 97
4.	Amount of preferred stock and scrip	21,589,478 99
5	Total capital stock	$36,687,904 96
6.	*Proportion of stock for Wisconsin	15,341,539 40
7.	Rate of preference	7 per cent.
8.	How much *common* stock has been issued since June 30, 1875.	101,825 57
9.	For what purpose, and what was received therefor	See note below
10.	How much *preferred* stock has been issued since June 30, 1875.	101,825 57

11. For what purpose, and what was received therefor?
Issued for and received the stock of companies consolidated with this, which stock was yet outstanding June 30, 1875, but entitled to exchange by terms of consolidations.

* NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

FUNDED AND UNFUNDED DEBT.

Bonded Debt of Chicago & Northwestern Railway Company, September 30, 1876.

Names of Bonds.	7 per cent. currency.	6 per cent. currency.	7 per cent. gold.	Totals.	Date of Maturity.	Interests payable.
Preferred Sinking Fund	1,236,600 00			1,236,600 00	Aug. 1, 1885	Feb. 1st and Aug. 1st.
Appleton Extension	139,000 00			139,000 00	Aug. 1, 1885	Feb. 1st and Aug. 1st.
Green Bay Extension	264,000 00			264,000 00	Aug. 1, 1885	Feb. 1st and Aug. 1st.
Funded Coupon	732,400 00			732,400 00	Nov. 1, 1883	May 1st and Nov. 1st.
General First Mortgage	3,542,500 00			3,542,500 00	Aug. 1, 1885	Feb. 1st and Aug. 1st.
G. & C. U. R. R. First Mortgage	1,691,000 00			1,691,000 00	Feb, 1, 1882	Feb. 1st and Aug. 1st.
G. & C. U. R. R. Second Mortgage	3,000 00			3,000 00	Past Due	
Elgin & State Line Railroad		120,500 00		120,500 00	July 1, 1878	Jan. 1st and July 1st.
Mississippi River Bridge	182,000 00			182,000 00	Jan. 1, 1884	Jan. 1st and July 1st.
Consolidated Sinking Fund Company	4,424,000 00			4,424,000 00	Feb. 1, 1915	Feb. 1st and May 1st. Aug. 1st and Nov. 1st.
Peninsula Railroad of Mich. First Mortgage	294,000 00			294,000 00	Sept. 1, 1898	March 1st and Sept. 1st.
Chicago & Milwaukee Ry. First Mortgage	1,700,000 00			1,700,000 00	July 1, 1898	Jan. 1st and July 1st.
Beloit & Madison R. R. First Mortgage	271,000 00			271,000 00	Jan. 1, 1888	Jan. 1st and July 1st.
Madison Extension First Mortgage Gold			3,150,000 00	3,150,000 00	April 1, 1911	Apr. 1st and Oct. 1st.
Menominee Extension First Mortgage Gold			2,700,000 00	2,700,000 00	June 1, 1911	June 1st and Dec. 1st.
General Consolidated Gold			11,333,000 00	11,333,000 00	Dec. 1, 1902	June 1st and Dec. 1st.
Total	$14,479,500 00	$120,500,00	$17,183,000 00	$31,783,000 00		

FUNDED AND UNFUNDED DEBT.—*Continued.*

1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable.

See descriptive list attached.

2. Amount of debt not secured by mortgage.

This company has no unsecured debt excepting the bills for supplies and wages for the current month.

3. Total funded and unfunded debt,

$31,783,000.

4. Net cash realized from bonded debt, above described.

The bonded debt of this company, is largely composed of bonds issued by other companies, now consolidated with this company, and all records of the net cash realized therefor were destroyed by the fire of Oct. 9, 1871.

5. Proportion of debt, bonded and floating for Wisconsin.

$13,170,364.87.

COST OF ROAD AND EQUIPMENT.

Statement of Expenditures Charged to Cost of Road and Equipment from June 30, 1875 *to September* 30, 1876.

Improvement or alteration of the road	$733,409 34
Construction of buildings	55,651 69
Cost of new shops, West Chicago	238,510 22
Cost of Blue Island Avenue viaduct, Chicago	8,477 73
Construction of Permanent bridges (cost of new over old)	50,239 30
New equipment	48,512 44
	$1,134,800 72
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876	$13,219 37
2. What for real estate, and for what purpose purchased? For station purposes, mostly in Chicago	138,661 56
3. What has been expended in construction between June 30, 1875 and Sept. 30, 1876?	294,161 91
4. What for improvement	783,648 64
5. What for other items of expense, for construction and equipment.	56,990 17
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	.. ..
7. Total expended between June 30, 1875, and Sept. 30, 1876, on cost of road and equipment	$1,134,800 72
8. Total cost of entire line, as per last report, including equipment.	67,369,713 56
9. Total cost of entire line to date including equipment	68,504,514 28

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.*

DESCRIPTION OF PROPERTY

1. What amount has been expended for grading between June 30, 1875, and Sept. 30, 1876.

2. How much for bridges,

3. How much for tunnels,

4. How much for iron bridges,

5. How much for wooden bridges,

6. How much for ties and tying,

7. How much for iron rail, No. miles.....Lbs. wt. per yard.....

8. How much for steel rail, No. miles.....Lbs. wt. per yard.....

9. How much for chairs, spikes, fish-bar, etc.,

10. How much for laying track,

11. How much for passenger and freight stations, fixtures and furniture, as per schedule, No. stations.....

12. How much for engine and car shops, No.....

13. How much for machine shops, No.....

14. How much for machinery and fixtures,

15. How much for engine houses, No,.....

16. How much for car sheds, No.....

17. How much for turn tables, No.....

18. How much for track and other scales, No.....

19. How much for wood sheds and water stations, No:.....

20. How much for fencing, No. miles .....

21. How much for elevators, No.....

22. How much for locomotives and tenders, No.. .Av. wt. tons.....

23. How much for snow plows, as per schedule, No....Av. wt. tons.....

24. How much for wreckers, No... Av. wt. tons.....

25. How much for passenger cars, 1st class, No....Av. wt. tons.....

26. How much for passenger cars, 2d class, No....Av. wt. tons.....

27. How much for baggage cars, No....Av. wt. tons.....

28. How much for mail cars, No....Av. wt. tons.....

29. How much for express cars, No....Av. wt. tons.....

30. How much for freight cars, closed, No....Av. wt. tons.....

31. How much for platform cars, No.. .Av. wt. tons.....

32. How much for hand cars, No....Av. wt. tons.....

33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others,

34. How much for all other property not enumerated,

35. Total amount expended between June 30, 1875, and Sept. 30, 1876,

*The accounts of this company are not so kept as to furnish any more details of the expenditures from June 30, 1875, to Sept. 30, 1876, than are given under "cost of road and equipment," (on page 3,) and under "operating expenses," (on page 8.)

CHARACTERISTICS OF ROAD.

	Entire Length.	Length in Wisconsin.
Chicago to east end Mississippi River bridge	137.00	.....
Chicago to Freeport	121.00	.....
(Above includes 35 miles second track.)		
Elgin to Geneva Lake	44.50	8.70
Batavia to St. Charles	5.60	.....
East end Mississippi Bridge to Clinton	1.10	.....
Clinton to Cedar Rapids (leased lines.)	81.30	.....
Cedar Rapids to Missouri River (leased lines.)	271.60	.....
Clinton to Lyons (leased lines.)	2.60	.....
Stanwood to Tipton	8.50	.....
Belvidere to Madison	68.90	48.80
Madison to Elroy	74.20	74.20
Elroy to Winona Junction	54.90	54.90
Chicago to Milwaukee	85.00	40.00
Kenosha to Rockford	72.10	27.50
Chicago to Ft. Howard	242.20	171.40
Fort Howard to Michigan State Line	49.45	49.45
Chicago to Montrose (cut off)	5.20	.....
Chicago So. Branch Junction to River	4.50	.....
Michigan State line to Escanaba	64.65	.....
Escanaba to Lake Angeline	68.00	.....
Branches to mines	38.60	.....
Total	1,500.90	474.95

8. Aggregate length of tracks operated by this company *computed as single track*, included in this report, 1,500 90-100 miles.

9. Aggregate length of sidings and other track not above enumerated, 272 2-10 miles.

10. Number of junction stations, 35.

11. What is the gauge of your lines? 4 feet 8½ inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents	6	$3,099 96
Clerks in all offices	591	600 00
Master and assistant mechanics	5	2,520 00
Conductors	202	840 00
Engineers	332	1,000 00
Brakemen	462	540 00
Flagmen, switch-tenders, gate-keepers and watchmen, included with "Other employes" below.		
Station agents	261	600 00
Section men, Laborers, Other employes	6,080	325 00

*MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains	2,478,433	842,692
3. Number of miles run by freight and mixed trains	6,405,668	2,182,236
4. Number of miles run by construction and other trains	698,402	102,609
5. Total mileage	9,582,503	3,127,537
6. Total number of passengers carried	3,275,377	.....
7. Total number tons freight carried one mile	474,399,761	.....
8. Total number passengers carried one mile	113,482,146	.....
9. Average distance traveled by each passenger	34 64-100 mi's.	.....

* 1,500 91-100 miles.

MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains*	.....
11. Schedule rate of same, including stops	30½
12. The highest rate of speed allowed for mail and accommodation trains*	.....
13. Schedule of same, including stops	20
14. The highest rate of speed allowed for freight trains*	.....
15. Schedule rate of same, including stops	15
16. Amount of freight carried per car, 10 tons.	

* There is no fixed rate of speed between stations, schedule time requiring a gradual increase after starting and decrease before stopping, depending on grade, etc.

17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisconsin.
Grain	.....	.....
Flour	.....	.....
Provisions	.....	.....
Salt, cement, water lime and stucco	.....	.....
Manufactures, including agricultural implements, furniture and wagons	.....	.....
Live stock	.....	.....
Lumber and forest products	.....	.....
Iron, lead and mineral products	.....	.....
Stone, brick, lime, sand, etc	.....	.....
Coal	.....	.....
Merchandise and other articles	.....	.....
Total tons	.....	.....

We keep no records showing classification of commodities. For number of "Tons carried," and "Tons carried one mile" see statement attached.

CHICAGO & NORTHWESTERN R'Y CO.,
FREIGHT AUDITOR'S OFFICE,
CHICAGO, 10*th Nov*, 1876.

Statement of the number of tons of freight carried, and the number of tons carried one mile, on each Division and Proprietary Road of the Chicago & Northwestern R'y Co., for the year ending 30th September, 1876:

Names of Divisions and Proprietary Roads.	Tons carried.	Tons carried one mile.
Wisconsin Division	973,022	66,661,703
Kenosha....do	524,710	12,672,081
Galena.....do	1,217,422	122,128,805
Iowa.....do	923,121	144,717,807
Madison...do	467,061	63,533,067
Peninsula....do	545,111	37,367,002
Milwaukee..do	448,770	27,319,296
Total	5,099,217	474,399,761

Statement of earnings of the Chicago & Northwestern Railway Company, for the twelve months ending September 30, 1876.

(1,500 $\frac{80}{100}$ miles.)

Months.	Passenger.	Freight.	Express.	Mail.	Miscellaneous.	Total.
1875.						
October	$305,997 12	$1,050,406 10	$22,267 12	$23,326 45	$7,171 66	$1,409,168 45
November	246,597 16	900,941 90	21,598 79	23,314 66	3,880 52	1,196,333 03
December	229,417 16	651,747 22	22,797 92	25,402 89	3,972 93	933,339 12
1876.						
January	218,544 23	541,712 40	21,031 15	23,320 56	4,233 72	808,842 06
February	210,690 40	588,064 06	20,188 38	30,464 84	5,218 88	854,626 56
March	249,699 57	644,829 61	21,892 96	23,320 55	4,707 12	944,449 81
April	257,662 92	608,396 51	20,531 91	23,320 55	10,065 68	919,977 57
May	257,134 20	776,231 86	22,790 61	23,326 45	11,218 41	1,090,751 53
June	274,397 89	901,077 64	22,604 10	27,481 81	6,845 96	1,232,407 40
July	287,408 45	677,283 32	20,552 77	23,320 55	7,427 04	1,015,992 13
August	300,997 29	634,788 10	21,381 76	23,320 55	6,195 11	986,682 81
September	328,740 32	802,507 09	20,681 39	23,320 55	7,580 94	1,182,830 29
Total	$3,167,286 71	$8,778,035 81	$258,318 86	$293,241 41	$78,517 97	$12,575,400 76

of earnings of the Chicago & Northwestern Railway Company in the State of Wisconsin for the twelve months ending September 30, 1876.

	Passenger.	Freight.	Express.	Mail.	Miscellaneous.	Total.
1875.						
October	66,739 85	238,494 07	6,576 85	6,899 69	89 61	$318,800 07
November	54,974 47	232,309 34	6,576 85	6,899 69	58 81	300,819 16
December	51,306 80	173,577 16	6,576 85	6,899 69	128 13	238,488 63
1876.						
January	47,913 18	116,677 89	6,576 85	6,899 69	84 15	178,151 76
February	44,606 98	146,865 22	6,576 84	6,899 69	160 26	205,108 99
March	55,126 71	176,588 77	6,576 85	6,899 69	181 64	245,373 66
April	69,779 87	139,557 53	6,576 85	6,899 69	126 30	222,940 24
May	60,812 20	155,974 70	6,576 85	6,899 69	594 71	230,858 15
June	65,020 24	185,205 99	6,576 85	6,899 69	376 97	264,079 74
July	66,020 37	129,321 34	6,576 85	6,899 69	551 26	209,369 51
August	70,961 94	124,901 29	6,576 85	6,899 70	519 82	209,859 60
September	77,873 07	157,804 62	6,576 84	6,899 70	1,021 43	250,175 66
Total	$731,135 68	$1,977,277 92	$78,922 18	$82,796 30	$3,893 09	$2,874,025 17

1. Earnings per mile of road $8,378 57
2. Earnings per mile of road on freight..... 5,848 52
3. Earnings per mile on passengers..... 2,110 26
4. Earnings per train-mile run, on freight..... 1 $37\frac{5}{10}$
5. Earnings per-train mile run, on passengers ..... 1 $27\frac{7}{10}$
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? as..... 1 to $2\frac{77}{100}$
7. Average gross earnings per mile [$1,500\frac{90}{100}$ miles] of road, exclusive of sidings..... 8,378 57
8. Average net earnings per mile of road, exclusive of sidings 3,657 70
9. Average net earnings per train mile..... 62

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

($1,500\frac{90}{100}$ Miles.)

Operating expenses.	Twelve months ending Sept. 30, 1876.
Repairs of engines and tenders.....	$505,194 14
Repairs of cars	551,939 87
Repairs of buildings.....	111,200 39
Repairs of fences, gates, and crossings.....	70,924 32
Repairs of bridges and culverts.....	176,014 87
Repairs of track.....	1,338,858 42
Repairs of tools and machinery.....	94,032 85
Fuel used by locomotives.....	857,835 15
Fuel and lights used in cars and at stations.....	114,763 05
Oil and waste used.....	85,518 52
Office and station furniture and expenses.....	48,881 28
Furniture and fixtures for cars.....	12,275 99
Foreign agents.....	55,587 62
Advertising.....	21,399 30
Stationery, printed blanks, tickets, etc	45,448 56
Enginemen, firemen, and wipers.....	659,974 58
Conductors, baggagemen, and brakemen.....	409,468 50
Laborers and switchmen at stations.....	650,369 55
Agents and clerks at stations.....	597,552 07
Superintendence.....	96,309 62
Rents.....	21,346 54
Loss and damage.....	39,029 14
Injury to persons	68,733 56
Teaming freight, baggage, and mails.....	6,023 21
Insurance.....	.....
Miscellaneous	70,464 90
Car-hire paid over amount received.....	59,249 51
Total.....	$6,768,395 51
Add for State and county taxes.....	317,158 96
Total.....	$7,085,554 47

PAYMENTS FOR CURRENT AND OPERATING EXPENSES		Belonging to Whole Line.	Belonging to Wisconsin
1. Maintenance of way			
Repairs of track	$1,338,858 42		
Repairs of bridges and culverts	176,014 87	$1,585,797 61	
Repairs of fences, gates and crossings	70,924 32		
New steel rail, valued only as iron rail*			
Other expenses on way			
2. Maintenance of buildings		111,200 39	
3. Maintenance of rolling stock			
Locomotives and tenders	$505,194 14		
Passenger, baggage, mail and express cars	611,189 38	1,210,416 37	
Freight cars and car hire			
Shop tools and machinery	94,032 85		
4. Conducting transportation, and general expenses			
Management and general office	96,309 62		
Foreign agency and advertising	76,986 92		
Agents and station service	1,253,944 83		
Conductors, baggage and brakemen	409,468 50		
Engineers, firemen and wipers	659,974 58		
Train and station supplies	106,605 83		
Fuel consumed	972,598 20	3,860,981 14	
Oil and waste	85,518 52		
Personal expenses (In miscellaneous expenses)			
Damage to persons	68,733 56		
Damage to property			
Loss and damage to freight and baggage	39,029 14		
Legal expenses, miscellaneous expenses and rents	91,811 44		
Other general operating expenses as per items below			
5. Current expenses			
For taxes			317,158 96
For insurance			nothing
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid			
Central Iowa & Neb R. R.	496,540 19	1,120,502 56	
C. R. & Mo. R. R. R.	623,962 37		
Total operating expenses and taxes being 56 34-100 per cent. of earnings			
7. Average operating expenses per mile of road, exclusive of sidings		4,720 87	
8. Average operating expenses per train-mile		80 cents.	
9. Excess of earnings over operating and current expenses		5,489,846 29	$631,847 97
10. Cost of maintaining track and bridges per mile run	15.$\frac{81}{100}$ per cent.		

11. Cost of repairs of engines per mile run	5.97 per cent.	.....	.....
12. Cost of engineers and firemen and wipers per mile run	7.44 per cent.	.....	.....
13. Cost of oil and waste per mile run	.79 per cent.	.....	.....
14. Cost of fuel per mile run	10.34 per cent.	.....	.....

*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track... } and new side track..	$441,707 72	.....
16. New rail on new track..... }		.....
17. New equipment	48,662 44	.....
18. New bridges and culverts (not including replacements	38,172 46	.....
19. Real estate bought during the year—for right of way and depot grounds	146,157 69	.....
20. New tools and machinery	.....	.....
21. New buildings	158,701 85	.....
22. Total paid for new investment on the length of the company's lines since date of last report	81,000 29	.....
23. Amounts paid in cash, stock, bonds or otherwise, for extensions, new lines and branches, during the past year—specify particularly		.....
This company has not expended anything, in cash, stock, bonds, or otherwise, for new extensions, new lines or branches, during the past year		.....
Total new investment	.....	.....
24. For interest on bonds, premium on gold, coupons, and interest and exchange	2,371,859 90	.....
25. Dividends—rate per cent. on preferred stock	.....	.....
26. Dividends—rate per cent. on common stock	.....	.....
Total payments in addition to operating expenses	$3,286,262 25	.....

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

This company has expended no money whatever, during the past year, for building roads out of the State of Wisconsin.

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

The stockholders of this company have received no dividends of any kind since June, 1873.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

Assets.	Amount.	Liabilities.	Amount.
Cost of road	$60,464,069 79	Capital stock	$36,687,904 96
" equipment	8,040,444 49	Funded debt	31,783,000 00
Land grant account	25,926 59	Income account	4,632,791 95
Proprietary railroads	3,159,729 71		
Material and fuel on hand	1,119,725 48		
Amount of excess of sundry assets over current bills	293,800 85		
Total	$73,103,696 91	Total	$73,103,696 91

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

Employes are instructed to bring trains to a full stop before crossing the track of another company.

These regulations are found to be entirely sufficient.

2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?

Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossings; and to ring the bell; which regulations are found to be sufficient.

3. What platform and coupler between passenger cars do you use?

The Miller platform and coupler.

4. What kind of brakes do you use on passenger trains?

The Westinghouse air brake.

UNITED STATES MAIL.

5. What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Schedule of contracts with the United States Post-Office Department for carrying mails upon different routes below named.

Route number.	Location.	Distance.	Rate per mile per annum.	Yearly amount.
25,009	Chicago to Green Bay	245 00	230 00	56,350 00
25,010	Caledonia Junction to Elroy	135 45	132 00	17,879 40
25,010	Elroy to Winona Junction	54 90	70 00	3,843 00
25,011	Kenosha to Rockford	73 60	75 00	5,520 00
25,012	Winona Junction to Winona	30 45	195 00	5,937 75
25,013	Milwaukee to Fond du Lac	63 53	68 00	4,320 04
23,001	Chicago to Milwaukee	87 00	232 00	20,184 00
23,002	Chicago to Freeport	121 00	208 00	25,168 00
23,003	Chicago to Missouri River	491 00	268 00	131,588 00
23,004	Elgin to Geneva Lake	44 00	50 00	2,200 00
23,056	Geneva to Batavia	3 50	50 00	175 00
24,031	Fort Howard to Ishpeming	181 20	90 00	16,308 00
26,014	St. Peter to Marshall	109 66	30 @ 65 00 7966@30 00	1,950 00 2,389 80
26,015	Winona to St. Peter	144 26	80 00	11,540 80
27,013	Stanwood to Tipton	8 81	50 00	440 50
27,024	Clinton to Anamosa	74 10	50 00	3,705 00
	Total			$309,499 29

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company and United States Express Company, (for terms and conditions as to rates see full statement attached.) Express companies have no

care of the machinery or repairs of cars etc. They do a miscellaneous business, restricted to lighter articles properly belonging to express business. The express companies deliver their freight into this Company's cars. *

**Schedule of rates paid by Express companies for service on this company's lines.*

AMERICAN EXPRESS COMPANY.

ROUTE.	Rate per diem on limited tonnage.	Limit of pounds to be carried each day at regular per diem rates.	Rate per 100 lbs. carried whole length of route, to be paid on excess of tonnage.
Chicago to Council Bluffs	275 00	10.000	1.50
Chicago to Freeport	90 00	12.000	75
Chicago to Ishpeming	200 00	8.000	2.00
Chicago to Elroy	135 00	10.000	1.35
Clinton to Ananosa	6 25	1.000	
Stanwood to Tipton	2 00	500	
Kenosha to Rockford	5 07	1 000	60
Elgin to Geneva Lake	5 00	1.000	36
Total	$718 32		

Right of through business between Chicago and Milwaukee, Elroy to Marshall, Minn. in accordance with tariff of rates to be paid between stations agreed upon January 1, 1874.

Business between Winona and Winona Junction on Chicago, Milwaukee and St. Paul Railway trains at rate of 18 cents per 100 lbs., carried whole distance, one-half of which is paid by this Company to Chicago, Milwaukee and St. Paul Railway Company, as their proportion of said earnings.

UNITED STATES EXPRESS COMPANY.

ROUTE.	Rate per diem on limited tonnage.	Limit of pounds to be carried each day at regular per diem rates.	Rate per 100 lbs carried whole length of route, to be paid on excess of tonnage.
Chicago to Milwaukee	66 66	17.000	40

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

All transportation companies are allowed to run over the lines of this company paying regular rates of freight and receiving mileage on their cars. The freight is

carried in cars furnished by such transportation companies, (excepting consignments of less than a car load.) Their freight has no preference over other freight of like class.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

The Pullman palace cars are run with passenger trains.

This railway company hauls them; furnishes fuel and lights, and keeps in running order the trucks, and whole exterior of the cars.

The Pullman Palace Car Company furnishes and provides for the care and management of the interior

They are owned by the Pullman Palace Car Company. The charges in addition to the regular passenger rates are (on Wisconsin lines) $1 50 per berth.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?

This company has acquired no additional chartered rights or privileges under any laws of the State of Wisconsin, since last report.

10 Have you acquired any such additional rights or privileges under the laws, general or special of any other state, since your last report?

This company has acquired no additional chartered rights or priviliges uuder the laws of any state, since last report.

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

This company has not acquired any lines of road, either in or out of the State of Wisconsin, by purchase, lease, consolidation or otherwise since last report,

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

This company neither owns or in any manner controls any parallel or competing line.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No officer of this company acts as the officer of any other railroad corporation, owning or having control of a parallel or competing line.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

Contract with West Wisconsin Railway Co., made April 27, 1876, for running connection and for division of joint expenses at Elroy Junction—on basis of mileage. Contract with Green Bay & Minnesota Railroad Co., made July 22, 1876, for joint use of track between Omaha and La Crosse. This company agreeing to pay therefor a proportion of the annual interest charge on the actual cost of that piece of road, and repairs of the same in proportion to use.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossings or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

Efforts have always been made by this company to make close or reasonable connections with the passenger trains of other railway lines connecting with or crossing our lines, and within the past year these connections have been largely extended and improved upon.

16. Have any swamp or other State lands been granted your company since the date of your last report? If so; how many acres?

Not any.

17. Have any United States lands been granted to your company, directly or in-

directly, since the date of you last report? What number acres received by your company, directly or indirectly, since date of last report?

Not any.

18. What number acres sold and conveyed since date of your last report?

3,078 35-100 acres.

19. Average price, per acre, realized?

$3.54.

20. To what corporations have you sold land? How much, and what price since the date of your last report?

None.

21. Number of acres now held by company.

361,149 94-100 acres.

22. Average price asked for lands now held by company.

$1.97.

23. Value of donations of right of way or other real estate received since the date of your last report?

Ground for station purposes at Kishwaukee, valued at $175.

In Wisconsin.

24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.

This company has received no city, county or town aid in exchange for stock, or otherwise, since date of last report.

25. Total cash amount realized from such aid since date of your last report?

Nothing.

26. Amount of land sold, but not conveyed, under contracts now in force?

None.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

$10,916.09.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

Nothing.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

Nothing.

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?

$290.44.

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

See answer to No. 27, above.

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

$118,911.96.

33. What is the amount now due the company on lands sold, or contracted to be sold?

Nothing.

34. Are there any terminal points or places, on your lines in, or out of, the State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Yes; Chicago and Milwaukee.

In Wisconsin.

35 Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

We have in some cases.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

We have.

— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

See schedule annexed—at page 19.

37. *Have you made such advance or reduction on your rates of freight between

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

See schedule annexed—at page 19.

38. What is your present tariff per mile for passengers, both through and local?

Present tariff, either through or local, is: Ticket one way, 4 cents per mile; round-trip ticket. 3 cents per mile.

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?

Round trip tickets sold during year past, 31 69-100 per cent. 500-mile tickets sold during year past 46-100.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

See schedule annexed—at page 19.

41. Has your company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

The rules of this company absolutely prohibit the use of intoxicating liquors by conductors, engineers and trainmen, and every offender in this respect is immediately dismissed from service.

ACCIDENTS.

Accidents (causing injury to persons) in Wisconsin, during the year ending September 31, 1876.

Date.	No.	Name.	Place.	Class.	Cause.	Result.
1875.						
Oct. 1.	1	Dan. Dacy		E	Coupling cars	Injured
Oct. 1.	2	Thos. Bryne		E	do	do
Oct. 4.	3	Jno. Wallack	Appleton	E	Fell from hand-car	do
Oct. 12.	4	W. H. Cline	Kendall's	E	Coupling cars	do
Oct. 16.	5	Thos. Ballou	Clinton Junction	E	do	do
Oct. 22.	6	Jas Hotelling	Kendall's	E	do	do
Nov. 4.	7	C. Lilly	Minnesota Junction	E	Jumping off engine	do
Nov. 4.	8	Wm. Haley	Madison	E	Sand bank caved in on him	do
Nov. 4.	9	Jno. Driscoll	do	E	do	do
Nov. 4.	10	Jas. Harrison	do	E	do	do
Nov. 7.	11	Peter Ott	Oak Creek	O	Walking on track and struck by engine	Killed.
Nov. 10.	12	Walter Simmons	Devil's Lake	E	Train thrown from track	Injured
Nov. 16.	13	Fred. Krouze	do	E	Accident to work train	do
Nov. 16.	14	Chas. Dogue	do	E	do	do
Nov. 16.	15	Chas. Eckbach	do	E	do	do
Nov. 16.	16	Fred. Buckatz	do	E	do	do
Nov. 16.	17	Aug. Krouze	do	E	do	do
Nov. 16.	18	Peter Evanson	do	E	do	do
Nov. 16.	19	Aug. Gustavinson	do	E	do	do
Nov. 16.	20	Henry Shoop	do	E	do	do
Nov. 16.	21	Henry Burmester	do	E	do	do
Nov. 16.	22	Chas. Hengan	do	E	do	do
Nov. 16.	23	Mich'l Kross	do	E	do	do
Nov. 16.	24	Wm. Hoffman	do	E	do	do
Nov. 16.	25	Chas. Hagberry	do	E	do	do
Nov. 16.	26	Chas. H. McArthur	do	E	do	do

Nov. 16.	27	Jacob Newman	Devil's Lake	E	Accident to work train	Injured
Nov. 16.	28	Albert Ross	do	E	do	do
Nov. 16.	29	Jas. Willis	do	E	do	do
Nov. 16.	30	Jas Hunp	do	E	do	do
Nov. 16.	31	Fred. Hine	do	E	do	do
Nov. 16.	32	Dan. Bruning	do	E	do	do
Nov. 16.	33	John Mick	do	E	do	do
Nov. 16.	34	Fred. Doter	do	E	do	do
Nov. 16.	35	Chris. Haiser	do	E	do	do
Nov. 16.	36	Henry Graaten	do	E	do	do
Nov. 16.	37	Wm. Shultz	do	E	do	do
Nov. 16.	38	Louis Berger	do	E	do	do
Nov. 16.	39	Chas. Wagner	do	E	do	do
Nov. 16.	40	Herman Weber	do	E	do	do
Nov. 16.	41	Mich'l Fitzsimmons	do	E	do	do
Nov. 19.	42	Jno. Cramer	Ablemans	E	Jumping from engine	do
Nov. 28.	43	Dan. Sullivan	Fond du Lac	O	Jumping from car	Killed.
Nov. 29.	44	Peter Dolan	do	E	Fell between engine and tender	Injured
Dec. 1.	45	B. Wilbur	Kendall's	E	Coupling cars	do
Dec. 2.	46	Chas. Dower	Mendota	E	Coupling cars	do
Dec. 4.	47	Wm. Drummond	Brooklyn	P	Collision two trains	do
Dec. 8.	48	Chas. Ballard	Kendall's	E	Coupling cars	do
1876						
Jan. 7.	49	Jas. Peterson	Menasha	O	Intoxicated—walking on track struck by train	do
Jan. 11.	50	Jno. Lewis	Baraboo	O	Walking on track struck by engine	Killed.
Jan. 22.	51	J. H. Roberts	Salem	O	Jumping on moving cars	Injured
Jan. 24.	52	Orin Ames	Milwaukee	E	Pulling cars with chain, was caught and run over	Killed.
Jan. 29.	53	F. C. Baxter	Beloit	E	Making coupling	Injured
Feb. 12.	54	Jno. McCafferty	do	E	Bar railroad iron dropped on his foot	do
Feb. 25.	55	Edwin Ranney	West Salem	O	Jumping on moving train	Killed.
March 2.	56	Jas Yates	Racine	O	Walking on track, struck by train	do
March 8.	57	W. H. Collins	Sparta	E	Coupling cars	Injured
March 14.	58	J. Sears	Reedsburgh	E	Fell from top of freight train	do
March 23.	59	Fred Zimmerman	Wilton	O	Driving on crossing and struck by engine	do
March 23.	60	Amelia Shultz	do	O	do	do
March 24.	61	Pat. Callahan	Milwaukee	E	Run over by caboose car while at work on track	Killed.
March 25.	62	Thos. Hughes	Hanover	O	Insane—supposed suicide—found on track	do

Accidents—Continued.

Date.	No.	Name.	Place.	Class.	Cause.	Result.
1876.						
Mar. 29.	63	James Johnson	Janesville	O	Standing on track, run over by cars	Injured
Apr. 1.	64	Henry Osterbourg	St. Francis	O	Supposed to be intoxicated; lying on track; struck by engine	Killed.
Apr. 1.	65	H. W. Sammons	Kenosha	E	Box casting fell on leg while unloading	Injured.
May 19.	66	James Templeton	Dane	O	Found on track; "verdict," temporary insanity	Killed.
June 1.	67	Mary Comwell	Milton Junction	O	Crossing track and struck by engine	..do....
June 21.	68	Jno. Waldron	Near Madison	O	Walking on track and struck by engine	Injured.
June 23.	69	Virginia Scott	Near Beloit	O	Playing on track and struck by engine	..do...
June 23.	70	Winfield Scott	....do	O	Rescuing child playing on track and struck by engine	Killed.
July 5.	71	E. A. Learned	....do	E	Wash out;" train thrown from track	..do....
July 5.	72	James Taylor	....do	P	....do	Injured.
July 5.	73	Harmon Eberhart	....do	P	....do	..do....
July 5.	74	Frank Dudley	....do	P	....do	..do....
July 5.	75	C. Frothingham	....do	E	....do	..do....
July 5.	76	Henry Bortfield	Near Wilton	E	Train ran into cows and cars thrown from track	..do....
July 5.	77	Otto Wenz	....do	E	....do	..do....
July 5.	78	Jacob Gardner	....do	E	....do	..do....
July 5.	79	Charles Strom	....do	E	....do	..do....
July 5.	80	Louis Erickson	....do	E	....do	..do....
July 5.	81	Charles Johnson	....do	E	....do	..do....
July 5.	82	Jacob Maskey	....do	E	....do	..do....
July 5.	83	Martin Roschman	....do	E	....do	..do....
July 5.	84	Aug. Merex	....do	E	....do	..do....
July 8.	85	Thomas Nelson	Near Beloit	E	Wrecking car ran into covered bridge	..do....
July 8.	86	W. O'Neil	... do	E	Coupling cars	..do....
July 18.	87	Mrs. Dietrick	Kaukauna	O	Stepped on track and run over by train	Killed.
July 28.	88	Conrad Lill	Appleton	O	Driving wagon on crossing and struck by train	Injured.
July 29.	89	A. A. Copp	Ft. Atkinson	E	Switching cars and struck by piece of R. R. iron jarring on car	..do....
Aug. 15.	90	E. Lane	Bristol	E	Coupling cars	..do ..

Aug. 15.	91	Frederick Jehrk....	Milwaukee.....	O.	Walking on track and struck by engine.....	Killed
Aug. 15.	92	S. H. Brown.....	Beloit.....	E	Slipped from car between draft irons.....	Injured
Aug. 9.	93	Chas Melke.....	Elroy.....	O	Walking on track and struck by engine.....	Injured
Aug. 18.	94	D. Cunningham	Near State line.....	O	Asleep on track—struck by engine.....	Injured
Sept. 2.	95	Geo. W. Dunn (boy)	Janesville.....	O	Boys pushed cars together while he was coupling.....	Killed
Sept. 11.	96	Wm. O'Neil..	Madison	E	Coupling cars.....	Injured

RECAPITULATION.

	Killed.	Injured.
Passengers		4
Employes	6	66
Others	13	7
Total	19	77

1. Of the above accidents, those numbered as follows were caused by broken rails.

Total No. None.

2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYES:

Twenty-nine persons (Nos. 12 to 41 inclusive) injured in collision at Devil's Lake, November 16, 1875.

Total No. 1.

3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2:

One person (No. 477) injured in collision at Brooklyn, December 4, 1875.

Total No. 1.

4. Of the above accidents those numbered as follows were caused by explosion.

Total No. None.

5. Amount paid as damages caused by fire from locomotives.

$2,262.75.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR, DURING YEAR ENDING SEPTEMBER 30, 1876, IN WISCONSIN.

	Number killed.	Amount paid.
1. Cattle		
2. Horses		
3. Mules		
4. Sheep		
5. Hogs		
6. Total		

We keep no record of the number or kind of animals killed or injured.

The amount paid during the year ending September 30, 1876, for stock of all kinds, killed or injured, (on $1500\frac{99}{100}$ miles of road) is $8,258.07.

7. Amount claimed yet unsettled, or in litigation.

$310.

STATE OF ILLINOIS, }
County of Cook, } ss.

Albert Keep, President, and J. B. Redfield, Assistant Secretary of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of October, A. D. 1876, to the best of their knowledge and belief. Signed,

ALBERT KEEP,
[SEAL] J. B. REDFIELD.

Subscribed and sworn to before me, this fifth day of December, A. D. 1876.

RALPH C. RICHARDS,
[SEAL] *Notary Public*

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating of railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies or others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB, *Commissioner*

SECTIONS OF LAW CONCERNING REPORTS.

GENERAL LAWS OF WISCONSIN, SESSIONS OF 1875 AND 1876.

*SECTION 3. To enable said Commissioner to make the report and return required by section twelve (12), of the act of which this is an amendatory, the president or managing officer of each railroad corporation in the State, shall annually make to the Railroad Commissioner, in the month of October, such returns and in the form he may prescribe, as will afford the information required for his said official report. Such return shall be verified by the oath of the officer making them, and any railroad corporation whose returns shall not be made, as herein prescribed, within the month of October, shall be liable to a penalty of one hundred dollars ($100) for each and every day after the thirty-first day of October that such return shall be wilfully delayed or refused.

†SECTION 4. Said Railroad Commissioner shall during the month of January in each year, ascertain and make return to the State Treasurer as hereinafter provided. 1st. The actual cost of each railroad in the State up to and including the 31st day of the next preceding December, and if such railroad shall be partly in and partly out of this State, then the actual cost of so much thereof as is in this State. 2d. The total gross receipts resulting from the operation of every such railroad during the next preceding year, ending on the 31st day of December, or that part of the same which is in this State. 3d. The total net earnings resulting from the operation of any such railroad during the next preceding year, ending on the 31st day of December, or that part of the same which is in this State. 4th. The total interest-bearing indebtedness of the company owning or operating such railroad, and the amount of interest paid by such company during the next preceding year ending on the 31st day of December, and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, removal, or operation of any part of such railroad which is not in this State, or for equipment for such part, such Railroad Commissioner shall ascertain and determine in such manner as he shall think just and equitable how much of its indebtedness is justly chargeable to to that part of said railroad that is in this State, and how much interest shall have been paid by such company during such year ending on the 31st day of the next preceding December, or (on) that part of such indebtedness which is justly chargeable to that part of said railroad that is in this State. The Commissioner shall prescribe the form and manner in which all reports required from railroad companies under the provisions of this act shall be made, and suitable blanks for that purpose, as by said Commissioners directed, shall be provided by the Secretary of State. The record of said Commissioner shall at all times be open to inspection by the Governor, Secretary of State, Attorney-General, and Legislature.

‡SECTION 5 Said Railroad Commissioner shall have power to administer oaths or affirmations, to send for persons or papers under such regulations as he may prescribe, and shall at any and all times have access to any and all books and papers in any railroad office kept for and used in any railroad office by any railroad company in this State.

*Section 3, chapter 57, laws 1876.
†Section 12, chapter 273, laws 1874.
‡Section 9, chapter 273, laws 1874.

NOTE.—The above sections of laws apply to all the reports which follow, and are omitted repetition thereof being deemed useless.—COMMISSIONER.

REPORT

OF THE

GALENA & SOUTHERN WISCONSIN RAILROAD COMPANY,

TO THE

RAILROAD COMMISSIONER,

OF THE

STATE OF WISCONSIN,

For the year ending September 30, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, *October* 1876.

To the Galena & Southern Wisconsin Railroad Company:

This blank is furnished you for the purpose of your entering therein the Annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

GALENA & SOUTHERN WISCONSIN RAILROAD COMPANY,

For the year ending September 30, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	ADDRESS.	SALARIES.	
R. Barrett, President	Galena, Ill		
M. Murphy, 1st Vice President	Benton, Wis		
S. O. Stillman, Secretary	Galena, Ill		
——— Solicitor			
E. Ripley, Treasurer	do		
———, General Manager			
W. H. Blewett, General Superintendent	do		
———, Chief Engineer			
W. J. Harlow, General Ticket Agent	do	$600	00
W. J. Harlow, General Freight Agent	do		
———, Auditor			
	Total salaries	600	00

1. General Offices at Galena, Ill.

Names of Directors.	Residence.	Names of Directors.	Residence.
R. Barrett	Galena	D. Hunkins	Galena
M. Murphy	Benton	D. Rochford	Galena
W. H. Bellett	Galena		

R. BARRETT,
M. MURPHY,
W. H. BLEWETT,
Executive Committee.

2. Date of annual election of directors.
December.

3. Name and address of person to whom correspondence, concerning this report should be directed.
R. Barrett, Galena.

CAPITAL STOCK.

1. Capital stock authorized by charter.
   From $100,000.00 to any amount that may be expended on the road.
2. How many kinds of stock?
   One.
3. Amount of common stock.
   $174,000 00.
4. Amount of preferred stock.
   None.
5. Total capital stock.
   $174,000 00.
6. *Proportion of stock for Wisconsin.
   $32,000 00.
7. Rate of Preference.
   None.
8. How much common stock has been issued since June 30, 1875.
   $1,900 00
9. For what purpose? and what was received therefor.
   For repairs of damage by flood of July 4.
10. How much preferred stock has been issued since June 30, 1875?
    None.
11. For what purpose? and what was received therefor?

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of of bonds, including amounts, dates of issue, interest, where and when payable.		
First mortgage bonds of the company dated Oct. 1, 1872, 7 per cent. interest, gold, due 20 years from date.....	$252,000 00	⅔ in Wisconsin. ⅓ in Illinois.
2. Amount of debt not secured by mortgage..	37,572 09	
3. Total funded and unfunded debt..... ...	$289,572 09	.....
4. Net cash realized from bonded debt, above described.....	163,800 00	....
5. Proportion of debt, bonded and floating for Wisconsin	....	....

*NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character, should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876	None.	.....
2. What for real estate, and for what purpose purchased?	None.	.....
3. What has been expended in construction between June 30, 1875, and Sept. 30, 1876?	$28,317 56	.....
4. What for improvement?	.....	.....
5. What for other items of expense, for construction and equipment	.....	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	.....	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876	.....	.....
8. Total cost of entire line, as per last report	$444,251 89	.....
9. Total cost of entire line to date	$472,569 45	.....

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
	Dolls. Cts.	*Dolls. Cts.*
1. What amount has been expended for grading between June 30, 1875, and September 30, 1876	.....	.....
2. How much for bridges, etc	.....	.....
3. How much for tunnels	.....	.....
4. How much for iron bridges	.....	.....
5. How much for wooden bridges	.....	.....
6. How much for ties and tying	.....	.....
7. How much for iron rail. No. miles, lbs. wt. per yard	.....	.....
8. How much for steel rail. No. miles. Lbs. wt. per yard	.....	.....
9. How much for chairs, spikes, fish-bar, etc	.....	.....
10. How much for laying track	Nothing.	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule No. stations	.....	.....
12. How much for engine and car shops. No	.....	.....
13. How much for machine shops. No	.....	.....
14. How much for machinery and fixtures	.....	.....
15. How much for engine houses. No	.....	.....
16. How much for car sheds. No	.....	.....
17. How much for turn tables. No	.....	.....
18. How much for track and other scales. No.	500 00	Nothing.
19. How much for wood sheds and water stations. No	.....	.....
20. How much for fencing. No. miles	.....	.....
21. How much for elevators. No	.....	.....
22. How much for locomotives and tenders. No. Av. wt. tons	.....	.....
23. How much for snow plows, as per schedule. No. Av. wt. tons	.....	.....
24. How much for wreckers. No. Av. wt. tons	.....	.....
25. How much for passenger cars, 1st class. No. Av wt. tons	.....	.....
26. How much for passenger cars, 2d class. No. Av. wt. tons	Nothing.	.....
27. How much for baggage cars. No. Av. wt. tons	.....	.....
28. How much for mail cars. No. Av. wt. tons.		
29. How much for express cars. No. Av. wt. tons	.....	.....
30. How much for freight cars, closed. No. Av. wt tons	.....	.....
31. How much for platform cars. No. Av. wt. tons	.....	.....
32. How much for hand cars No. Av. wt. tons	.....	.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others	.....	.....
34. How much for all other property not enumerated	.....	.....
35. Total amount expended between June 30, 1875, and September 30, 1876	.....	.....

CHARACTERISTICS OF ROAD.

Length of road.	Miles.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line of road from Galena to Plattville	31	20	35 lbs.
2. Length of double track on main line	.....	.....	.....
* Branches—Name each.			
3. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
4. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
6. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
Total length of main line and branches	31	20	.....

8. Aggregate length of tracks operated by this company *computed as single track.*
   31 miles.
9. Aggregate length of sidings and other track not above enumerated.
10. Number of junction stations.
11. What is the gauge of your lines?
    3 feet.

Note—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of services.	Number of persons employed.	Average salary per annum.
Division and assistant superintendents	None	
Clerks in all offices	Two	504 00
Master and assistant mechanics	Two	750 00
Conductors	One	780 00
Engineers	One	900 00
Brakemen	One	480 00
Flagmen, switch-tenders, gate-keepers, and watchmen	One	480 00
Station agents about	Six	240 00
Section men	Av. about fifteen	400 00
Laborers	None kept reg.	
Other empolyees		

Mileage and tonnage.	Miles.	
	Whole line.	In Wisconsin
2. Number of miles run by passenger trains	60	40
3. Number of miles run by freight and mixed trains	.....	.....
4. Number of miles run by construction and other trains	.....	.....
5. Total mileage	60	40
6. Total number of passengers carried	Not computed.	.....
7. Total number tons freight carried one mile		.....
8. Total number passengers carried one mile	.....	.....

	Miles per hour.
10. The highest rate of speed allowed for express passenger trains	.....
11. Schedule rates of same, including stops	.....
12. The highest rate of speed allowed for mail and accommodation trains	15
13. Schedule of same including stops	.....
14. The highest rate of speed allowed for freight trains	.....
15. Schedule rate of same, including stops	.....
16. Amount of freight carried per car	16,000 lbs.

Total freight in tons.	Whole line.	In Wisconsin
17.		
Grain	3,396	.....
Flour	266	.....
Provisions		.....
Salt, cement, water lime and stucco		.....
Manufactures, including agricultural implements, furniture and wagons	50	.....
Live stock	1,224	.....
Lumber and forest products	2,916	.....
Iron, lead and mineral products	652	.....
Stone, brick, lime, sand, etc	68	.....
Coal		.....
Merchandise and other articles	5,684	.....
Total tons	14,256	.....

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passengers.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line	Wisconsin.
1875.								
October.....	$554 85	Two-thirds in Wisconsin.	$1,327 40	Two-thirds in Wisconsin.	$1,534 50	Two-thirds in Wisconsin.	.....	.....
November ..	449 20		1,873 62		.....		.....	.....
December...	583 05		1,511 16		.....		.....	.....
1876.								
January	578 69		1,167 69		.....		.....	.....
February ...	489 80		1,196 76		.....		.....	.....
March.....	554 80		1,081 91		.....		.....	.....
April.....	469 85		712 52		.....		.....	.....
May.....	475 80		1,572 40		.....		.....	.....
June	529 65		2,037 99		.....		.....	.....
July	387 50		122 48		.....		.....	.....
August.....	.....		.....		.....		.....	.....
September ..	530 20		1,016 52		.....		.....	.....
Total....	$5,503 39	.....	$13,620 45	.....	.....	.....	.....	.....

1. Earnings per mile of road	$616 89
2. Earnings per mile of road on freight	439 37
3. Earnings per mile on passengers	177 52
4. Earnings per train-mile run, on freight	.70.4c.
5. Earnings per train-mile run, on passengers	.28.4c.
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight, as	18 to 44
7. Average gross earnings per mile (—— miles) of road, exclusive of sidings	.....
8. Average net earnings per mile (31 miles) of road, exclusive of sidings	$196 48
9. Average net earnings per train-mile	.34.4c.

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail		
Repairs of bridges		
Repairs of fences		
New steel rail, valued only as iron rail*		
Other expenses on way		
2. Maintenance of buildings		
3. Maintenance of rolling stock:		
Locomotives		
Passenger, baggage, mail, and express cars		
Freight cars		
Shop tools and machinery		
4. Conducting transportation and general expenses:		
Management and general office		
Foreign agency and advertising		
Agents and station service	.....	$13,033 04
Conductors, baggage and brakemen		
Engineers, firemen and wipers		
Train and station supplies		
Fuel consumed		
Oil and waste		
Personal expenses		
Damage to persons		
Damage to property		
Loss and damage to freight and baggage		
Legal expenses		
Other general operating expenses, as per items below		
5. Current expenses:		
For taxes		
For insurance		
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid	.....	.....
6. Total current operating expenses, being ——per cent. of earnings	.....	.....
7. Average operating expenses of road, exclusive of sidings	.....	.....
8. Average operating expenses per train-mile	.....	.....

‡ In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Expenses, etc.—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
9. Excess of earnings over operating and current expenses		
10. Cost of maintaining track and bridges per mile run		
11. Cost of repairs of engines per mile run		
12. Cost of engineers and firemen per mile run		
13. Cost of oil and waste per mile run		
14. Cost of fuel per mile run		

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track		
16. New rail on new track		
17. New equipment		
18. New bridges and culverts (not including replacements)		
19. Real estate bought during the year		
20. New tools and machinery		
21. New buildings		
22. Total paid for new investment on the length of the company's lines since date of last report		
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly		
Total new investment		
24. For interest on bonds		
25. Dividends—rate per cent.—on preferred stock		
26. Dividends—rate per cent.—on common stock		
Total payments in addition to operating expenses. NOTHING		

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

Assets.		*Liabilities.*	
	Dollars. Cts.		*Dollars. Cts.*
Construction	472,569 45	Stock	178,447 91
Due from sundry persons	1,208 03	Miscellaneous receipts	1,426 80
Deposit for right of way and fencing	4,037 50	Bonds sold	252,000 00
Transportation account	8,621 88	Bills payable	33,646 34
Cash on hand	1,059 00	Suspended pay rolls	1,680 83
		Due sundry persons	2,244 92
		United States mail	1,452 15
		Passenger receipts	4,018 29
		Freight receipts	8,910 47
		Profit and Loss	3,668 15
Total	$487,495 86	Total	$487,495 86

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
None crossed by this road.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
We blow whistle and ring bell and have found this sufficient.
3. What platform and coupler between passenger cars do you use?
The common one.
4. What kind of brakes do you use on passenger trains?
The common one.

U. S. MAIL

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service.
For carrying mail daily over whole length of road per annum, $1,381 05.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
We do not do any express business.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freights given any preference in speed or order of transportation, and if so, in what particular?
None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
None.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
None.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
None.
11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
None.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
None.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
None.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

None.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

Have no arrangement but run to meet the time of the Illinois Central at Galena.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so; how many acres?

None.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?

None.

18. What number acres sold and conveyed since date of your last report? None.

19. Average price, per acre, realized?

20. To what corporations have you sold land? How much, and what price since the date of your last report?

21. Number of acres now held by Company?

22. Average price asked for lands now held by Company?

23. Value of donations of right of way or other real estate received since the date of your last report?

None.

24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?

None.

25. Total cash amount realized from such aid since date of your last report?

None.

26. Amount of land sold, but not conveyed, under contracts now in force?

None.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

None.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

None.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

None.

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?

None.

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

None.

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

None.

33 What is the amount now due the Company on lands sold, or contracted to be sold?

None.

34. Are there any terminal points or places, on your lines in, or out of, this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Galena.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

No.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

— If you answer either of the questions in the affirmative, annex to your reply

schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal?

No.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

38. What is your present tariff per mile for passengers, both through and local?

Three and one-third cents per mile.

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?

We do not sell any tickets good for more than one trip.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

No.

41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

We have no rule, but would not employ persons who drank to excess.

---

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of Accidents	Statement of Each Accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution,			
	Give name of person, date and place of accident	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	Joe. A. Grigsby, Newsome Bridge, March, 1876.	....	1	....	....	....	....	....	....	....	....	....	....	$65 00	$65 00

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No.....
2. Of the above accidents those numbered as follows were caused by inattention of employees:
Total No.....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:
Total No.....
4. Of the above accidents those numbered as follows were caused by explosions:
Total No.....
5. Amount paid as damages caused by fire from locomotives.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle	1	$25 00
2. Horses	.....	.....
3. Mules	.....	.....
4. Sheep	.....	.....
5. Hogs	.....	.....
6. Total	.....	.....

7. Amount claimed yet unsettled, or in litigation.
Nothing.

REMARKS.

Our road is new, and the earnings are such as to make it necessary to practice strict economy, consequently we have not sufficient clerical force to enable us to give you a more detailed report.

STATE OF ILLINOIS, }
County of Jo Daviess. } ss.

This day comes Richard Barrett, President of the Galena & Southern Wisconsin Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1876, to the best of their knowledge and belief. Signed,

[SEAL] RICHARD BARRETT.

Subscribed and sworn to before me this seventh day of November, A. D. 1876.

[SEAL] HENRY MANSFIELD.
Justice of the Peace.

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating of railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies or others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB, *Commissioner*

SECTIONS OF LAW CONCERNING REPORTS.

GENERAL LAWS OF WISCONSIN, SESSIONS OF 1875 AND 1876.

*SECTION 3. To enable said Commissioner to make the report and return required by section twelve (12). of the act of which this is amendatory, the president or managing officer of each railroad corporation in the State, shall annually make to the Railroad Commissioner, in the month of October, such returns and in the form he may prescribe, as will afford the informotion required for his said official report. Such returns shall be verified by the oath of the officer making them, and any railroad corporation whose returns shall not be made, as herein prescribed, within the month of October, shall be liable to a penalty of one hundred dollars ($100) for each and every day after the thirty-first day of October that such return shall be wilfully delayed or refused.

†SECTION 4. Said Railroad Commissioner shall during the month of January in each year, ascertain and make return to the State Treasurer as hereinafter provided. 1st. The actual cost of each railroad in the State up to and including the 31st day of the next preceding December, and if such railroad shall be partly in and partly out of this State, then the actual cost of so much thereof as is in this State. 2d. The total gross receipts resulting from the operation of every such railroad during the next preceding year, ending on the 31st day of December, or that part of the same which is in this State. 3d. The total net earnings resulting from the operation of any such railroad during the next preceding year, ending on the 31st day of December, or that part of the same which is in this State. 4th. The total interest-bearing indebtedness of the company owning or operating such railroad, and the amount of interest paid by such company during the next preceding year ending on the 31st day of December, and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, removal, or operation of any part of such railroad which is not in this State, or for equipment for such part, such Railroad Commissioner shall ascertain and determine in such manner as he shall think just and equitable how much of its indebtedness is justly chargeable to to that part of said railroad that is in this State, and how much interest shall have been paid by such company during such year ending on the 31st day of the next preceding December, or (on) that part of such indebtedness which is justly chargeable to that part of said railroad that is in this State. The Commissioner shall prescribe the form and manner in which all reports required from railroad companies under the provisions of this act shall be made, and suitable blanks for that purpose, as by said Commissioners directed, shall be provided by the Secretary of State. The record of said Commissioner shall at all times be open to inspection by the Governor, Secretary of State, Attorney-General, and Legislature.

§SECTION 5. Said Railroad Commissioner shall have power to administer oaths or affirmations, to send for persons or papers under such regulations as he may prescribe, and shall at any and all times have access to any and all books and papers in any railroad office kept for and used in any railroad office by any railroad company in this State.

*Section 3. chapter 57, laws 1876.
†Section 12, chapter 273, laws 1874.
§Section 9, chapter 273, laws 1874.
NOTE.—The above sections of laws apply to all the reports which follow, and are omitted repetition thereof being deemed useless.—COMMISSIONER.

REPORT

OF THE

GREEN BAY & MINNESOTA RAILROAD COMPANY.

TO THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN,

For the Year Ending September 30, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ———, 187—.

To the ——— Company:

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

GREEN BAY & MINNESOTA RAILROAD COMPANY.

For the Year ending 30th September, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Names.	Address.	Salaries.*
Henry Ketchum, President	New London	
D. M. Kelly, Vice-President and General Manager	Green Bay	
W. J. Abrams, Secretary and Auditor	do	
Norris and Chynoweth, Solicitors	do	
W. R. Hancock, Treasurer	do	
S. B Keurick, Superintendent	do	
J. T. Alton, Chief Engineer	do	
Dan. Atwood, General Freight and Ticket Agent	do	

1. General offices at Green Bay, Wis.

Names of Directors.	Residence.
H. Ketchum	New London, Wis.
D. M. Kelly	Green Bay, Wis
W. J. Abrams	Green Bay, Wis.
M. D. Peak	Green Bay, Wis.
George Summers	Green Bay, Wis.
Fred S. Ellis	Green Bay, Wis.
W. E. Peak	La Crosse, Wis.
E. F. Hatfiield, Jr.	New York City.
W. W. Scranton	Scranton, Pa.

*The Board consists of nine Directors.

The Board of Directors, Executive Committee.

2. Date of annual election of directors.
The first monday in April.

3. Name and address of person to whom correspondence, concerning this report, shonld be directed.
D. M. Kelly, Green Bay, Wis.

CAPITAL STOCK.

1. Capital stock authorized by charter	$8,000,000
2. How many kinds of stock? One.	
3. Amount of common stock	8,000,000
4. Amount of preferred stock.	
5 Total capital stock	$8,000,000
6. *Proportion of stock for Wisconsin.	
7. Rate of preference.	
8. How much *common* stock has been issued since June 30, 1875	$89,900
9. For what purpose, and what was received therefor? Cash $14,900. La Crosse City bonds $75,000.	
10. How much *preferred* stock has been issued since June 30, 1875. None.	
11. For what purpose, and what was received therefor? Nothing.	

*NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable:		
First mortgage	$3,200,000 00	.....
Second mortgage	779,000 00	.....
2. Amount of debt not secured by mortgage	1,725,753 28	.....
3. Total funded and unfunded debt	$5,704,713 28	.....
4. Net cash realized from bonded debt, above described.	2,967,480 00	.....
5. Proportion of debt, bonded and floating for Wisconsin	.....	.....

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876.....	$6,065 95	.....
2. What for real estate, and for what purpose purchased? Depot grounds.....	54 71	.....
3 What has been expended in construction between June 30, 1875 and Sept. 30, 1876? As per schedule—page 4.....	98,020 24	.....
4. What for improvement.....	.....	....
5. What for other items of expense, for construction and equipment..	40,290 28	....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned.....	.. ..	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876..	144,431 18	.....
8. Total cost of entire line, as per last report.....	12,086,134 25	.....
9. Total cost of entire line to date.....	12,230,565 43	.....

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between June 30, 1875, and Sept. 30, 1876	$16,029 29	.....
2. How much for bridges		
3. How much for tunnels	10,911 87	.....
4. How much for iron bridges		
5. How much for wooden bridges		
6. How much for ties and tying	629 65	.....
7. How much for iron rail . .No. miles 52. Lbs. wt. per yard	4,439 39	.....
8. How much for steel rail...No. miles..Lbs. 50 wt. per yard	34,687 50	.....
9. How much for chairs, spikes, fish-bar, etc	3,055 48	.....
10. How much for laying track	2,792 10	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule..No. stations	7,556 22	.....
12. How much for engine and car shops...No	.....	.....
13. How much for machine shops..No	.....	.....
14. How much for machinery and fixtures	.....	.....
15. How much for engine houses..No,	1,911 98	.....
16. How much for car sheds..No	.....	.....
17. How much for turn tables..No	1,412 11	.....
18. How much for track and other scales..No	1,245 40	.....
19. How much for wood sheds and water stations..No.	3,727 16	.....
20. How much for fencing..No. miles	8,828 95	.....
21. How much for elevators..No	793 14	.....
22. How much for locomotives and tenders, No. Av. wt. tons	.....	.....
23. How much for snow plows, as per schedule, No. Av. wt. tons	.....	.....
24. How much for wreckers, No. Av. wt. tons	.....	.....
25. How much for passenger cars, 1st class, No. Av. wt. tons	.....	.....
26. How much for passenger cars, 2d class, No. Av. wt. tons	.....	.....
27. How much for baggage cars, No. Av. wt. tons	.....	.....
28. How much for mail cars, No. Av. wt. tons	.....	.....
29. How much for express cars, No. Av. wt. tons	.....	.....
30. How much for freight cars, closed, No. Av. wt. tons	.....	.....
31. How much for platform cars, No. Av. wt. tons	.....	.....
32. How much for hand cars, No. Av. wt. tons	.....	.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others	.....	.....
34. How much for all other property not enumerated	.....	.....
35. Total amount expended between June 30, 1875, and Sept. 30, 1876	$98,020 24	.....

CHARACTERISTICS OF ROAD.

Length of road.	Miles.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line of road from Green Bay to Mississippi River	213	213	.....
2. Length of double track on main line	.....	.....	.....
* Branches—Name each.			
3. Winona—Length of branch	4.6	4	.....
From to length of double track on branch	.....	.....	.....
4. Length of branch—La Crosse	29.7	29.7	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
6. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
7. Total length of main line and branches	247.3	246.7	.....

* Note.—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

8. Aggregate length of tracks operated by this company *computed as single track.*
9. Aggregate length of sidings and other track not above enumerated, 12 miles.
10. Number of junction stations, 4.
11. What is the gauge of your lines? 4 feet 8½ inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents	.....	.....
Clerks in all offices	9	$815 55
Master and assistant mechanics	3	1,012 00
Conductors	9	813 20
Engineers	11	1,029 52
Brakemen	16	540 00
Flagmen, switch-tenders, gate-keepers and watchmen	1	540 00
Station agents	26	551 14
Section men	101	410 33
Laborers bridge carpenters and shop mechanics	87	590 24
Other employes, road masters, dock master, superintendent bridge repairs, janitor, wood and tie agent, eastern agent, traveling agent	7	909 94

MILEAGE AND TONNAGE.	MILES. Whole line.	In Wisconsin.
2. Number of miles run by passenger trains	132,074	.....
3. Number of miles run by freight and mixed trains	112,160	.....
4. Number of miles run by construction and other trains	82,105	.....
5. Total mileage	326,339	.....
6. Total number of passengers carried	56,306	.....
7. Total number tons freight carried one mile	10,060,530	.....
8. Total number passengers carried one mile	2,087,250	.....
9. Average distance traveled by each passenger	$37\frac{83}{1125}$	.....

MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains	25
11. Schedule rate of same, including stops	20
12. The highest rate of speed allowed for mail and accommodation trains	25
13. Schedule of same, including stops	20
14. The highest rate of speed allowed for freight trains	15
15. Schedule rates of same, including stops	8
16. Amount of freight carried per car, 10 tons.	

17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisconsin.
Grain	27,227	.....
Flour	2,593	.....
Provisions	879	.....
Salt, cement, water lime and stucco	2,125	.....
Manufactures, including agricultural implements, furniture and wagons	1,342	.....
Live stock	317	.....
Lumber and forest products	40,057	.....
Iron, lead and mineral products	93	.....
Stone, brick, lime, sand, etc	9,529	.....
Coal	3,841	.....
Merchandise and other articles	7,941	.....
Total tons	95,944	.....

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passenger.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1875.								
October	8,192 86	.....	39,104 80	.....	.....	$952 05	$48,249 71	.....
November	8,778 83	.....	30,821 98	.....	.....	437 82	40,038 63	.....
December	7,485 83	.....	12,570 26	.....	.....	2,632 61	22,688 70	.....
1876.								
January	5,518 34	.....	10,197 20	.....	.....	1,207 24	16,922 78	.....
February	4,386 14	.....	9,865 64	.....	.....	2,778 04	17,029 82	.....
March	4,392 60	.....	7,101 20	.....	.....	381 27	11,875 07	.....
April	5,596 45	.....	9,805 70	.....	.....	1,251 10	16,653 25	.....
May	7,384 20	.....	20,264 08	.....	.....	2,715 14	30,363 42	.....
June	6,961 57	.....	21,607 58	.....	.....	1,319 99	29,889 14	.....
July	7,852 43	.....	13,498 28	.....	.....	1,572 39	22,923 10	.....
August	7,325 15	.....	11,323 67	.....	.....	2,665 64	21,314 46	.....
September	8,105 15	.....	19,639 03	.....	.....	580 15	28,324 33	.....
Total	81,979 55	.....	205,799 42	.....	.....	18,493 44	306,272 41	.....

1. Earnings per mile of road	$1,431 18
2. Earnings per mile of road on freight	1,048 00
3. Earnings per mile on passengers	383 08
4. Earnings per train-mile run, on freight	1 99
5. Earnings per-train mile run, on passengers	62
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? as	27 to 73
7. Average gross earnings per mile [214 miles] of road, exclusive of sidings	1,431 18
8. Average net earnings per mile [214 miles] of road, exclusive of sidings.	100 25
9. Average net earnings per train mile	....

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES		Belonging to Whole Line.	Belonging to Wisconsin
1. Maintenance of way:			
Repairs of track, including new and re-rolled iron rail in place of old iron rail		$53,112 24	.....
Repairs of bridges		4,360 59	.....
Repairs of fences		.....	.....
New steel rail, valued only as iron rail*		.....	.....
Other expenses on way (freshet)		13,583 15	.....
2. Maintenance of buildings		3,843 68	.....
3. Maintenance of rolling stock			.....
Locomotives	$16,126 22		.....
Passenger, baggage, mail and express cars	24,290 75	47,843 36	.....
Freight cars and car hire.			.....
Shop tools and machinery	7,426 39		.....
4. Conducting transportation, and general expenses:			.....
Management and general office	16,670 05		.....
Foreign agency and advertising	565 89		.....
Agents and station service	25,468 60		.....
Conductors, baggage and brakemen	13,895 31		.....
Engineers, firemen and wipers	21,838 60		.....
Train and station supplies	4,051 67	136,390 83	.....
Fuel consumed	32,895 80		.....
Oil and waste	4,539 20		.....
Personal expenses	.....		.....
Damage to persons	187 00		.....
Damage to property			.....
Loss and damage to freight and baggage.	2,561 21		.....
Legal expenses	3,441 50		.....
Other general operating expenses as per items below	10,276 00		.....
5. Current expenses:			.....
For taxes	8,129 94	10,049 94	.....
For insurance	1,920 00		.....
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid	15,634 21	15,634 21	.....
6. Total current operating expenses, being 92.99 per cent. of earnings		284,818 00	.....

*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Expenses, etc.—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.		Belonging to Whole Line.	Belonging to Wisconsin.
7. Average operating expenses per mile of road, exclusive of sidings ...	$1,330 92	.....	.....
8. Average operating expenses per train-mile	87 88	.....	.....
9. Excess of earnings over operating and current expenses.....	21,454 41	.....	.....
10. Cost of maintaining track and bridges per mile run	021.77	....	.....
11. Cost of repairs of engines per mile run	004.93	.....	.....
12. Cost of engineers and firemen per mile run.....	006.68	.....	.....
13. Cost of oil and waste per mile run....	001.39	....	.....
14. Cost of fuel per mile run.....	010.08	.....	.....

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track.	$.....	.....
16. New and iron rail on new track and fastenings.....	42,067 97	.....
17. New equipment.....	.....	.....
18. New bridges and culverts (not including replacements	9,238 85	....
19. Real estate bought during the year.....	5,460 87	.....
20. New tools and machinery.....	.....	.....
21. New buildings.....	9,887 35	.....
22. Total paid for new investment on the length of the company's lines since date of last report in addition to above.....	41,452 36	....
23. Amounts paid in cash, stock, bonds or otherwise, for extensions, new lines and branches, during the past year—specify particularly		....
Total new investment	$107,607 40	.....
24. For inteerest on bonds.....	71,945 60	....
25. Dividends—rate per cent.—on preferred stock	.....	.....
26. Dividends—rate per cent.—on common stock.....	.....	.....
Total payments in addition to operating expenses..	.....	....

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?
None.

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.
None.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
State laws. Sufficient.

2. What regulations govern your employes in regard to crossings of public high ways, and are these regulations found to be sufficient?
State laws. Sufficient.
3. What platform and coupler between passenger cars do you use?
Ordinary platform and plain wrought-iron coupler.
4. What kind of brakes do you use on passenger trains?
Common hand-brake.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
$50 per mile, service six times a week.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company. $1.16 per 100 lbs. on freight averaged as carried over whole length of road. General express business. At depot.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
No answer.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
None.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
None that we are aware of.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
None that we are aware of.
11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
Have acquired right to run over 23 miles of La Crosse, Trempealeau & Prescot R R., between Marshland and Onalaska. This arrangement was perfected in September of this year.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
Nothing new.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

At all points the best possible (under all the circumstances) connections are made.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?

None.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly, or indirectly, since date of last report?

None.

18. What number acres sold and conveyed since date of your last report?

None.

19. Average price, per acre, realized?

20. To what corporations have you sold land? How much, and what price since the date of your last report?

21. Number of acres now held by Company?

None.

22. Average price asked for lands now held by Company?

23. Value of donations of right of way or other real estate received since the date of your last report?

None.

24. Amount of city, county and town aid granted to Company in exchange for stock or otherwise? Specify particulars since date of last report.

$75,000 in Bonds from City of La Crosse, in exchange for same amount of Capital Stock of the Company.

25. Total cash amount realized from such aid since date of your last report?

$56,250.00.

26. Amount of land sold, but not conveyed, under contracts now in force?

None.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

None.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

None.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

None.

30. Whole amount of cash received for stumpage, trespasses, &c., since date of last report?

None.

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

None.

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

Nothing.

33. What is the amount now due the Company on lands sold, or contracted to be sold?

Nothing.

34. Are there any terminal points or places, on your lines in, or out, of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Green Bay, Wisconsin; Winona, Minnesota; Eastman, Wisconsin; La Crosse, Wisconsin.

35. Have you made any advance in the rates of freight, from stations on your lines to such terminal points since the enactment of chapter 57, of the laws of 1876?

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

Yes see tariffs attached.

—If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d, and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.

Schedules annexed.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

Yes, see Tariffs attached.

38. What is your present tariff per mile for passengers, both through and local?

Four cents.

39. What proportion of the passengers carried by you, in this State, purchase round trip tickets? And what proportion purchase 500-mile tickets?

.047 per cent. 1·704 per cent.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule naming the stations and rates in force both at the time and since the passage of said chapter.

Yes, see tariff attached.

41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors. *If so, what is it, and is it enforced?*

Employees not allowed to use intoxicating liquors.

---

* The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of accidents.	Statement of each accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.			
	Give name of person, date and place of accident.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	John Kline. Arcadia, Wisonsin*	....	....	....	...	....	....	....	....	...	....	1	....	.....	.....
2	J. Hawley. Fremont, Dec. 4, 1875†	....	..	....	....	....	....	....	..	....	....	..	1	.....	.....

*Killed December 6, 1875. Had no regular place of residence. Had been drinking all day, and is supposed to have been drunk at the time of the accident. He was trying to secure a ride on the draw bars between two freight cars, fell off and was killed. The jury in the case agreed as above.

†Under the influence of liquor, went forward on platform of caboose, and fell between caboose and box car. Caboose car passing over him, cut off his leg.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No. None.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYES.
Total No. None.
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2.
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions.
Total No. None.
5. Amount paid as damages caused by fire from locomotives.

NNMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle	45	607 00
2. Horses	4	375 00
3. Mules	.....	.....
4. Sheep	11	20 00
5. Hogs	10	14 00
6. Total	70	1,016 00

7. Amount claimed yet unsettled, or in litigation, on all kinds of animals.
$482.00.

STATE OF WISCONSIN, }
County of Brown. } ss.

D. M. Kelly, Vice President, and W. R. Hancock, Treasurer, of the Green Bay & Minnesota Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, and correct statement of the conditions and affairs of said company, on the first day of October, A. D. 1876, to the best of their knowledge and belief. Signed,

D. M. KELLY,
[SEAL] W. R. HANCOCK.

Subscribed and sworn to before me, a notary public, this fifteenth day of December, A. D. 1876.

T. P. BINGHAM,
[SEAL] *Notary Public, Brown County, Wis.*

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating of railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies or others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB, *Commissioner.*

NOTE.—See sections of law concerning reports of railroads to Commissioner on page—— of this report.

REPORT

OF THE

CHICAGO MILWAUKEE & ST. PAUL RAILWAY COMPANY.

(Lessees of the Madison and Portage Railroad.)

TO THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN,

For the Year Ending September 30, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ———, 187—.

To the ——— ——— Company:

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

MADISON AND PORTAGE RAILROAD COMPANY.

(New Chicago and Superior.)

For the year ending September 30, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	ADDRESS.	SALARIES.	
James Campbell, President	Madison, Wis		
R. P. Lane, 1st Vice Presiden	Rockford, Ill		
A. S. Sanborn, Secretary	Madison, Wis		
B. J. Stevens, Soliciter	do		
J. B Bowen, Treasurer	do		
——, General Manager			
——, General Superintendent			
——, Chief Engineer			
——, General Ticket Agent			
——, General Freight Agent			
——, Auditor			
	Total salaries		

1. General Offices at Madison Wis.

Names of Directors.	Residence.	Names of Directors.	Residence.
James Campbell	Madison	H. F. Moore	Brodhead
David Atwood	do	R. P. Lane	Rockford, Ill
R. B. Sanderson	do	Ralph Emerson	do
Winslow Bullin	Arlington	Geo. Young	Hale Ill
O. D. Peck	Oshkosh		

..... } *Executive Committee.*

2. Date of annual election of directors.
   Second Wednesday in January.
3. Name and address of person to whom correspondence, concerning this report should be directed.

CAPITAL STOCK.

1. Capital stock authorized by charter.
   Not Limited.
2. How many kinds of stock?
3. Amount of common stock.
4. Amount of preferred stock.
5. Total capital stock.
   $394,300 00.
6. *Proportion of stock for Wisconsin.
7. Rate of Preference.
8. How much common stock has been issued since June 30, 1875.
9. For what purpose? and what was received therefor.
10. How much preferred stock has been issued since June 30, 1875?
11. For what purpose? and what was received therefor?

*NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character, should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of of bonds, including amounts, dates of issue, interest, where and when payable.		
First mortgage October 1, 1870, 7 per cent. interest gold bonds, payable 1890, in New York	.....	$600,000 00
2. Amount of debt not secured by mortgage. Amount probably paid	.....	.....
3. Total funded and unfunded debt	.....	.....
4. Net cash realized from bonded debt, above described. Bonds pledged for $353,200 and interest	.....	.....
5. Proportion of debt, bonded and floating for Wisconsin	.....	.....

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876	$40 00	.....
2. What for real estate, and for what purpose purchased?	.....	.....
3. What has been expended in construction between June 30, 1875, and Sept. 30, 1876?	.....	.....
4. What for improvement?	.....	.....
5. What for other items of expense, for construction and equipment	.....	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	.....	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876	.....	.....
8. Total cost of entire line, as per last report	$920,950 00	.....
9. Total cost of entire line to date	$920,990 00	.....

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
	Dolls. Cts.	*Dolls. Cts.*
1. What amount has been expended for grading between June 30, 1875, and September 30, 1876	.....	.....
2. How much for bridges	.....	.....
3. How much for tunnels	.....	.....
4. How much for iron bridges	.....	.....
5. How much for wooden bridges	.....	.....
6. How much for ties and tying	.....	.....
7. How much for iron rail. No. miles, lbs. wt. per yard	.....	.....
8. How much for steel rail. No. miles. Lbs. wt. per yard	.....	.....
9. How much for chains, spikes, fish-bar, etc	.....	.....
10. How much for laying track	.....	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule No. stations	.....	.....
12. How much for engine and car shops. No	.....	.....
13. How much for machine shops. No	.....	.....
14. How much for machinery and fixtures	.....	.....
15. How much for engine houses. No	.....	.....
16. How much for car sheds. No	.....	.....
17. How much for turn tables. No	.....	.....
18. How much for track and other scales. No.	.....	.....
19. How much for wood sheds and water stations. No	.....	.....
20. How much for fencing. No. miles	.....	.....
21. How much for elevators. No	.....	.....
22. How much for locomotives and tenders. No. Av. wt. tons	.....	.....
23. How much for snow plows, as per schedule. No. Av. wt. tons	.....	.....
24. How much for wreckers. No. Av. wt. tons	.....	.....
25. How much for passenger cars, 1st class. No. Av wt. tons	.....	.....
26. How much for passenger cars, 2d class. No. Av. wt. tons	.....	.....
27. How much for baggage cars. No. Av. wt. tons	.....	.....
28. How much for mail cars. No. Av. wt. tons.		
29. How much for express cars. No. Av. wt. tons	.....	.....
30. How much for freight cars, closed. No. Av. wt tons	.....	.....
31. How much for platform cars. No. Av. wt. tons	.....	.....
32. How much for hand cars No. Av. wt. tons	.....	.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others	.....	.....
34. How much for all other property not enumerated	.....	.....
35. Total amount expended between June 30, 1875, and September 30, 1876	.....	.....

CHARACTERISTICS OF ROAD.

Length of road.	Miles.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line of road from Madison to Portage	39	39	50 lbs
2. Length of double track on main line	.....	.....	.....
* Branches—Name each.			
3. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
4. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
6. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
7. Total length of main line and branches	39	39	.....

8. Aggregate length of tracks operated by this company *computed as single track.*
39 miles.
9. Aggregate length of sidings and other track not above enumerated.
10. Number of junction stations.
2.
11. What is the gauge of your lines?
4 feet, 8½ inches.

Note—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of services.	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents	One	.....
Clerks in all offices	None	.....
Master and assistant mechanics	None	.....
Conductors	One	.....
Engineers	One	.....
Brakemen	One	.....
Flagmen, switch-tenders, gate-keepers, and watchmen	None	.....
Station agents about	Five	.....
Section men	Twenty-five	.....
Laborers / Other empolyees	Four	.....

Mileage and tonnage.	Miles.	
	Whole line.	In Wisconsin
2. Number of miles run by passenger trains	117	117
3. Number of miles run by freight and mixed trains	25,111	25,111
4. Number of miles run by construction and other trains	3,000	3,000
5. Total mileage	28,228	28,228
6. Total number of passengers carried	See Note.	.....
7. Total number tons freight carried one mile		.....
8. Total number passengers carried one mile		.....
9. Average distance traveled by each passenger		.....

NOTE.—Will be included in report of C., M. & St. P. Ry.

	Miles per hour.
10. The highest rate of speed allowed for express passenger trains	.....
11. Schedule rates of same, including stops	.....
12. The highest rate of speed allowed for mail and accommodation trains	20
13. Schedule of same including stops	16
14. The highest rate of speed allowed for freight trains	.....
15. Schedule rate of same, including stops	.....
16. Amount of freight carried per car	Cannot state.

Total freight in tons.	Whole line.	In Wisconsin
17.		
Grain	Included in report of C., M. & St. Paul Ry. Co.	6,046
Flour		8
Provisions		34
Salt, cement, water lime and stucco		11
Manufactures, including agricultural implements, furniture and wagons		102
Live stock		408
Lumber ahd forest products		111
Iron, lead and mineral products		.....
Stone, brick, lime, sand, etc		207
Coal		13
Merchandise and other articles		648
Total tons	.....	7,588

Freight.....370 } Mixed.....24,741 { Estimated freight.....16,494
Mixed.....24,741 } { Estimated passenger .. 8,247

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passengers.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line	Wisconsin.
1875.								
October	.....	$1,005 38	.....	$2,311 02	.....	$204 95	.....	$3,521 35
November	.....	874 53	.....	2,131 44	.....	187 14	.....	3,193 11
December	.....	1,051 86	.....	1,412 46	.....	172 53	.....	2,636 85
1876.								
January	.....	1,055 53	.....	1,116 37	.....	214 84	.....	2,386 74
February	.....	1,011 35	.....	1,451 35	.....	194 77	.....	2,657 47
March	.....	1,112 91	.....	1,956 08	.....	167 65	.....	3,236 64
April	.....	1,058 38	.....	1,432 36	.....	208 93	.....	2,699 67
May	.....	792 46	.....	1,729 45	.....	194 10	.....	2,716 01
June	.....	1,022 79	.....	1,964 87	.....	157 47	.....	3,145 13
July	.....	1,297 36	.....	1,581 95	.....	237 75	.....	3,117 06
August	.....	1,084 99	.....	818 22	.....	210 80	.....	2,114 01
September	.....	1,154 92	.....	1,386 71	.....	193 87	.....	2,735 50
Total	.....	$12,522 46	.....	$19,292 28	.....	$2,344 80	.....	$34,159 54

1. Earnings per mile of road	$875 88
2. Earnings per mile of road on freight	494 67
3. Earnings per mile of road on passengers	321 09
4. Earnings per train-mile run, on freight	1 14
5. Earnings per train-mile run, on passengers	1 49
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight, as	1 to 1.5
7. Average gross earnings per mile (39 miles) of road, exclusive of sidings	875 88
8. Average net earnings per mile (39 miles) of road, exclusive of sidings	
9. Average net earnings per train-mile	

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail		$14,030 73
Repairs of bridges		99 76
Repairs of fences		173 84
New steel rail, valued only as iron rail*		
Other expenses on way		
2. Maintenance of buildings		110 62
3. Maintenance of rolling stock:		
Locomotives		33 75
Passenger, baggage, mail, and express cars. Freight cars		291 04
Shop tools and machinery		
4. Conducting transportation and general expenses:		
Management and general office		5,164 94
Foreign agency and advertising		1 55
Agents and station service		5,580 00
Conductors, baggage and brakemen		2,288 12
Engineers, firemen and wipers		2,604 35
Train and station supplies		65 68
Fuel consumed		6,430 88
Oil and waste		234 32
Personal expenses		
Damage to persons		
Damage to property		156 50
Loss and damage to freight and baggage		14 07
Legal expenses		
Other general operating expenses, as per items below		45 00
5. Current expenses:		
For taxes		1,250 66
For insurance		
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid		
6. Total current operating expenses, being 113 per cent. of earnings		38,565 92
7. Average operating expenses per mile of road, exclusive of sidings		988 85
8. Average operating expenses per train-mile		1 53

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Expenses, etc.—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
9. Excess of operating and current expenses over earnings	.....	4,406 38
10. Cost of maintaining track and bridges per mile run	.....	56
11. Cost of repai s of engines per mile run	.....	.....
12. Cost of engineers and firemen per mile run	.....	10 3–10
13. Cost of oil and waste per mile run	.....	9–10
14. Cost of fuel per mile run	.....	25 5–10

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track	.....	.....
16. New rail on new track	.....	.....
17. New equipment	.....	.....
18. New bridges and culverts (not including replacements)	.....	.....
19. Real estate bought during the year	.....	.....
20. New tools and machinery	.....	.....
21. New buildings	.....	.....
22. Total paid for new investment on the length of the company's lines since date of last report	.....	.....
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly	.....	.....
Total new investment	.....	.....
24. For interest on bonds	.....	.....
25. Dividends—rate per cent.—on preferred stock	.....	.....
26. Dividends—rate per cent.—on common stock	.....	.....
Total payments in addition to operating expenses	.....	.....

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

None.

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

No Dividend.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

Assets.	Amount.	Liabilities.	Amount.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
Same as on C., M. & St. P. R'y lines.
2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
Same as on C., M. & St. P. R'y lines.
3. What platform and coupler between passenger cars do you use?
Same as on C., M. & St. P. R'y lines.
4. What kind of brakes do you use on passenger trains?
Hand brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service.
$50 per mile per annum.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
Included in C., M. & St. Paul R'y report.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freights given any preference in speed or order of transportation, and if so, in what particular?
None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
None.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
No.
11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
No.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

No change.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so; how many acres?

No.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?

Still in litigation.

18. What number acres sold and conveyed since date of your last report?

No.

19. Average price, per acre, realized?

No.

20. To what corporations have you sold land? How much, and what price since the date of your last report?

No.

21. Number of acres now held by Company?

None.

22. Average price asked for lands now held by Company?

None.

23. Value of donations of right of way or other real estate received since the date of your last report?

None.

24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?

None.

25. Total cash amount realized from such aid since date of your last report?

None.

26. Amount of land sold, but not conveyed, under contracts now in force?

None.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

None.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

None.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

None.

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?

None.

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

33 What is the amount now due the Company on lands sold, or contracted to be sold?

34. Are there any terminal points or places, on your lines in, or out of, this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal?

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

38. What is your present tariff per mile for passengers, both through and local?

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

41. Has your Company any rule governing your conductors, engineers and train men concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

Included in report of Chicago, Milwaukee & St. Paul Railway Company.

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of Accidents	Statement of Each Accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution,			
	Give name of person, date and place of accident	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	Jno. Moran. De Forest, March 27, 1876	....	....	....	....	....	....	....	1	....	....	....	....	....	....
2	Jno. Gethlin. Poynette, April 18, 1876	....	....	....	....	....	1	....	....	....	....	....	....	....	Time and ex.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No..... None.
2. Of the above accidents those numbered as follows were caused by inattention of employees:
Total No..... None.
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:
Total No..... None.
4. Of the above accidents those numbered as follows were caused by explosions:
Total No..... None.
5. Amount paid as damages caused by fire from locomotives.
$75.00

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle	7	$91 50
2. Horses	.....	.....
3. Mules	.....	.....
4. Sheep	1	1 00
5. Hogs	.....	.....
6. Total	8	92 50

7. Amount claimed yet unsettled, or in litigation.

REMARKS.

Answers referring to all matters, excepting the operation of the road where reported to us by James Campbell Esq., President, Madison Wis.

STATE OF WISCONSIN, }
County of Milwaukee, } ss.

S. S. Merrill, General Manager, and R. D. Jennings, Secretary and Treasurer of the Chicago, Milwaukee & St. Paul Railway Co., Lessee of the Madison & Portage Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1876, to the best of their knowledge and belief. Signed,

[SEAL] S. S. MERRILL,
R. D. JENNINGS,

Subscribed and sworn to before me, this fifth day of December, A. D. 1876.

[SEAL] G. E. WEISS.
Notary Public, Milwaukee Co., Wis.

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating of railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request: and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies or others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB, *Commissioner.*

NOTE.—See sections of law concerning reports of railroads to Commissioner on page—— of this report.

REPORT

OF THE

MILWAUKEE LAKE SHORE & WESTERN RAILWAY COMPANY.

TO THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN,

For the nine and two-thirds months ending September 30, 1876.

(From December 11, 1875, to September 30, 1876, inclusive.)

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ———, 187—.

To the ——— Company:

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

MILWAUKEE, LAKE SHORE & WESTERN RAILWAY COMPANY.

For the nine and two-thirds months ending 30th September, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Names.	Address.	Salaries.*
Frederick W. Rhinelander, President	New York.	
Wm. H. Guion, 1st Vice-President	....do	
Samuel S. Sands, Secretary	....do	
Cotterill & Cary, Solicitors	Milwaukee.	
Charles Dana, Treasurer	New York.	
H. G. H. Reed, General Superintendent	Milwaukee	
H. G. H. Reed, Chief Engineer	....do	
H. G. Whitcomb, General Ticket Agent	...do	
H. G. Whitcomb, General Freight Agent	....do	
Jno. D. McLeod, Auditor	....do	
Total salaries		

1. General offices at 438 East Water St. Milwaukee, Wisconsin.

Names of Directors.	Residence.
F. W. Rhinelander	New York.
Adam Norris	New York.
Samuel S. Sands	New York.
Charles Dana	New York.
Hy. B. Hammond	New York.
Lawrence Wells	New York.
Wm. H. Guion	New York.
Morris K. Jesup	New York.
Wm. K. Hinman	New York.
T. Charlton Henry	Philadelphia.
Isaac H. Knox	St. Louis.
Joseph Vilas	Manitowoc.
Jas. H. Mead	Sheboygan.

.....
.....
.....
} Executive Committee.

2. Date of annual election of directors.
The Second Wednesday in June.
3. Name and address of person to whom correspondence, concerning this report, should be directed.
John D. McLeod, Auditor.

CAPITAL STOCK.

1. Capital stock authorized by the Articles of Association of present Corporarion	$6,000,000
2. How many kinds of stock? Two.	
3. Amount of common stock	1,000,000
4. Amount of preferred stock	5,000,000
5 Total capital stock	$6,000,000
6. *Proportion of stock for Wisconsin	$6,000,000
7. Rate of preference. Preferred stock to have a dividend of 7 per cent. per annum from the net earnings after payment of interest on the First Mortgage Bonds, and before dividends are made upon the common stock, with the right to reserve a reasonable working capital, before declaring or paying a dividend on the preferred stock.	
8. How much *common* stock has been issued since Dec. 11th, 1875	$1,000,000
9. For what purpose, and what was received therefor? In payment of prior obligations assumed by the Corporation, and for the uses of the Company in completing its railroad and paying for its right of way.	
10. How much *preferred* stock has been issued since Dec. 11th, 1875	5,000,000
11. For what purpose, and what was received therefor? In payment of First Mortgage Bonds secured by the mortgages of the former companies which were foreclosed, and on which foreclosure such First Mortgage Bonds were taken in payment of the amounts bid at the sales.	

* NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable: 417 First Mortgage Bonds of $1,000 each dated Dec. 20th 1875, maturing Dec. 1st 1905, bear interest at 7 per cent. per annum, payable in currency. Interest payable semi-annually on June 1st and Dec. 1st	.....	$417,000 00
2. Amount of debt not secured by mortgage including current operating expenses unpaid, and 30 days expenses accrued on account A. & N. L. extension.	.....	149,074 52
3. Total funded and unfunded debt	.....	$566,074 52
4. Net cash realized from bonded debt, above described.	.....	381,577 22
5. Proportion of debt, bonded and floating for Wisconsin	.....	566,074 52

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between Dec. 11, 1875, and Sept. 30, 1876	.....	36,272 80
2. What for real estate, and for what purpose purchased? NOTHING	.....	.....
3 What has been expended in construction between Dec. 11, 1875, and Sept. 30, 1876?	.....	86,282 27
4. What for improvement	.....	8,722 14
5. What for other items of expense, for construction and equipment. (Equipment.)	.....	28,309 75
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned. NOTHING	.....	.....
7. Total expended between Dec. 11, 1875, and Sept. 30, 1876	.....	159,586 96
8. Total cost of entire line, as per last report. Purchase price Dec. 11, 1875. Paid on first mortgage bonds of the Appleton & New London Railway, and the Milwaukee, Manitowoc & Green Bay Railroad Company (the roads comprising the present line) on foreclosure of the mortgages upon such roads	.....	6,302,737 99
9. Total cost of entire line to date	.....	$6,462,324 95

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between June 30, 1875, and Sept. 30, 1876.....	No way of arriving at this detail.	.....
2. How much for bridges.....		
3. How much for tunnels		
4. How much for iron bridges		.....
5. How much for wooden bridges		
6. How much for ties and tying.....		....
7. How much for iron rail . .No. miles 52. Lbs. wt. per yard...		.....
8. How much for steel rail...No. miles..Lbs. 50 wt. per yard.....		.....
9. How much for chairs, spikes, fish-bar, etc.....		.....
10. How much for laying track		.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule..No. stations		.....
12. How much for engine and car shops...No.....		.....
13. How much for machine shops..No.....		.....
14. How much for machinery and fixtures..		.....
15. How much for engine houses..No,.....		.....
16. How much for car sheds..No..... ..		.....
17. How much for turn tables..No.....		.....
18. How much for track and other scales..No.....		.....
19. How much for wood sheds and water stations..No.		.....
20. How much for fencing..No. miles.....		.....
21. How much for elevators..No.....		.....
22. How much for locomotives and tenders, No.8 Av. wt. tons.		.....
23. How much for snow plows, as per schedule, No. 2 Av. wt. tons.....		.....
24. How much for wreckers, No. Av. wt. tons.....		.....
25. How much for passenger cars, 1st class, No. 2 Av. wt. tons		.....
26. How much for passenger cars, 2d class, No. 4 Av. wt. tons..		.....
27. How much for baggage cars,		....
28. How much for mail cars,.... } comb'd. No. 2 do do		.....
29. How much for express cars,)		.....
30. How much for freight cars, closed, No. 126 Av. wt. ton		.....
31. How much for platform cars, No. 55 Av. wt. tons ..		....
32. How much for hand and push cars, No. $\frac{2}{3}\frac{3}{3}$45 do....		.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....		.....
34. How much for all other property not enumerated..		.....
35. Total amount expended between June 30, 1875, and Sept. 30, 1876.....		.....

CHARACTERISTICS OF ROAD.

Length of road.	Miles. Entire length.	Miles. Length in Wisconsin.	Weight of rail per yard.
1. Length of main line of road from Milwaukee to Appleton	119.6	119.6	.....
2. Length of double track on main line	.....	.....	.....
* Branches—Name each.			
3. Manitowoc to Two Rivers—Length of branch.	6.0	6.0	50 to 56
From to length of double track on branch	.....	.....	.....
4. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
6. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
7. Total length of main line and branches	125.6	125.6	.....

* Note.—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

8. Aggregate length of tracks operated by this company *computed as single track.*
   125 6-10 miles.
9. Aggregate length of sidings and other track not above enumerated.
   4 2-10 miles.
10. Number of junction stations.
    Four. Milwaukee, Lake Shore Junction, Sheboygan and Forest Junction.
11. What is the gauge of your lines?
    4 feet, 8½ inches.

DOINGS OF 9⅔ MONTHS IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents	1	$1,500 00
Clerks in all offices	18	499 92
Master and assistant mechanics	14	619 32
Conductors	6	810 00
Engineers	7	1,011 37
Firemen	7	540 00
Brakemen	11	540 00
Flagmen, switch-tenders, gate-keepers and watchmen	11	528 00
Station agents	17	552 60
Section men, Laborers	81	412 92
Other employes, mail carrier, work trains, etc	27	330 60

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains	.....	46,533
3. Number of miles run by freight and mixed trains	.....	93,471
4. Number of miles run by construction and other trains	.....	44,583
5. Total mileage	.....	184,587
6. Total number of passengers carried	.....	53,220
7. Total number tons freight carried one mile	.....	3,695,341
8. Total number passengers carried one mile	.....	1,542,759
9. Average distance traveled by each passenger	.....	29 miles.

MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains	35
11. Schedule rate of same, including stops	20
12. The highest rate of speed allowed for mail and accommodation trains	18
13. Schedule of same, including stops	12
14. The highest rate of speed allowed for freight trains	15
15. Schedule rates of same, including stops	12
16. Amount of freight carried per car.	

17. TOTAL FREIGHT IN TONS—9⅔ MONTHS.	Whole line.	In Wisconsin.
Grain	.....	10,305
Flour	.....	1,660
Provisions	.....	2,956
Salt, cement, water lime and stucco	.....	1,192
Manufactures, including agricultural implements, furniture and wagons	.....	7,320
Live stock	.....	159
Lumber and forest products	.....	23,837
Iron, lead and mineral products	.....	.....
Stone, brick, lime, sand, etc	.....	5,215
Coal	.....	763
Merchandise and other articles	.....	12,665
Total tons	.....	66,072

EARNINGS DURING THE 9⅔ MONTHS ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passenger.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1875.								
October	.....	.....	.....	.....	.....	.....	.....	.....
November	.....	.....	.....	.....	.....	.....	.....	.....
Dc.11-31 incl.	.....	3,722 76	.....	5,245 41	.....	$669 40	.....	$9,637 57
1876.								
January	.....	5,046 03	.....	6,923 45	.....	849 80	.....	12,819 28
February	.....	4,609 65	.....	10,017 20	.....	870 93	.....	15,497 78
March	.....	5,561 95	.....	10,318 56	.....	852 64	.....	16,733 15
April	.....	5,939 34	.....	10,070 07	.....	878 06	.....	16,887 47
May	.....	4,834 78	.....	9,766 21	.....	894 93	.....	15,495 92
June	.....	5,172 75	.....	11,076 10	.....	942 27	.....	17,191 12
July	.....	6,712 42	.....	8,774 00	.....	889 49	.....	16,375 91
August	.....	6,357 94	.....	8,684 65	.....	903 06	.....	15,945 65
September	.....	6,173 76	.....	11,518 86	.....	931 17	.....	18,623 79
Total	.....	54,131 38	.....	92,394 51	.....	8,681 75	.....	$155,207 64

1. Earnings per mile of road	$1,235 73
2. Earnings per mile of road on freight	735 62
3. Earnings per mile on passengers	430 98
4. Earnings per train-mile run, on freight	50.05
5. Earnings per-train mile run, on passengers	29.33
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? as	37 to 63
7. Average gross earnings per mile [125.6 miles] of road, exclusive of sidings	1,235 73
8. Average net earnings per mile [125.6 miles] of road, exclusive of sidings	328 08
9. Average net earnings per train mile	22.32

EXPENSES DURING THE 9⅔ MOS. ENDING SEPTEMBER 30, 1876.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES		Belonging to Whole Line.	Belonging to Wisconsin
1. Maintenance of way:			
Repairs of track, including new and rerolled iron rail in place old iron rail	$26,968 78		
Repairs of bridges	19 62	.....	$26,989 40
Repairs of fences	1 00		
New steel rail, valued only as iron rail*		.....	.....
Other expenses on way		.....	.....
2. Maintenance of buildings		.....	330 60
3. Maintenance of rolling stock:			
Locomotives	$2,870 96		
Passenger, baggage, mail and express cars	1,941 63	.....	8,531 63
Freight cars	2,051 02		
Shop tools and machinery	1,668 02		
4. Conducting transportation, and general expenses:			
Management and general office	16,142 92		
Foreign agency and advertising	4,294 30		
Agents and station service	17,627 56		
Conductors, baggage and brakemen	7,374 26		
Engineers, firemen and wipers	11,336 32		
Train and station supplies	1,152 79		
Fuel consumed	10,239 51	.....	77,289 20
Oil and waste	1,175 12		
Personal expenses (included in management	.....		
Damage to persons	78 30		
Damage to property	631 44		
Loss and damage to freight and baggage	67 31		
Legal expenses	4,521 50		
Other general operating expenses	2,647 87		
5. Current expenses:			
For taxes	699 79	.....	859 79
For insurance	160 00		
Total		.....	$114,000 62

Expenses, etc.—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.		Belonging to Whole Line.	Belonging to Wisconsin.
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid. (See folio 13, answer 14.)			
6. Total current operating expenses, being 73.45 per cent. of earnings.			
7. Average operating expenses per mile of road, exclusive of sidings ...	$907 65	.....	.....
8. Average operating expenses per train-mile	61 76	.....	.....
9. Excess of earnings over operating and current expenses.....	41,207 02	.....	.....
10. Cost of maintaining track and bridges per mile run	14.62	....	.....
11. Cost of repairs of engines per mile run	1.55	.....	.....
12. Cost of engineers, wipers and firemen per mile run.....	6.14	.....	.....
13. Cost of oil and waste per mile run ...	0.64	....	.....
14. Cost of fuel per mile run.....	5.54	.....	.....

*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track	.....	$.....
16. New rail on new track	.....	.....
17. New equipment	.....	28,309 57
18. New bridges and culverts (not including replacements	.....	71 02
19. Real estate bought during the year	.....	13,498 77
20. New tools and machinery	.....	1,262 95
21. New buildings	.....	48,04
22. Total paid for new investment on the length of the company's lines since date of last report	.....	7,340,13
23. Amounts paid in cash, stock, bonds or otherwise, for extensions, new lines and branches, during the past year—specify particularly		
From proceeds of saleof our first mortgage bonds, we have invested in our Appleton & New London Extension (now under construction, and to be opened to business during November next (for right of way, $22,774.03; for construction, $86,282.27.		109,056 30
Total new investment	.....	159,586 96
24. For inteerest on bonds	.....	10,238 48
25. Dividends—rate per cent.—on preferred stock	.....	.....
26. Dividends—rate per cent.—on common stock	.....	.....
Total payments in addition to operating expenses	.....	169,825 44

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

Nothing.

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

No dividends paid.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

Assets.	*Dollars.*	*Cts.*	*Liabilities.*	*Dollars.*	*Cts.*
Cost of road and equipment	6,353,268	65	Capital stock preferred	5,000,000	00
Appleton & New London Fxtension, under construction	109,056	30	Capital stock common	1,000,000	00
Capital stock, preferred—in trust	55,749	84	Outstanding bonds	417,000	00
Profit and loss account	45,661	26	Floating debt	148,013	82
Fuel and shop material on hand	4,146	89	Due other railroad companies for ticket mileage balance, etc	1,060	70
Station agents and conductors	3,020	17	Income account	42,540	29
P. O. Dept. U. S. Gov't, Am. Ex. Co., and individuals	2,613	76	Total	$6,608,614	81
Charles Dana, Treasurer, New York	26,893	77			
John D. McLeod, Cash. Milwaukee	8,204	17			
Total	$6,698,614	81			

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

All trains must come to a full stop within 400 feet of crossings. The train arriviug and stopping first crosses ahead at a speed not exceeding six miles an hour. Regulaiions quite sufficient.

2. What regnlations govern your emplioyes in regard to crossings of public highways? And are these regulations found to be sufficient?

The engines must sound the whistle (not more than two seconds) eighty rods before crossing a highway, and the bell must be rung during this distance and until the highway is passed.

Regulations sufficient.

3. What platform and coupler between passenger cars do you use?

The Miller patent platform and coupler on express trains.

The ordinary platform and coupler on all others.

4. What kind of brakes do you use on passenger trains?

Ordinury btakes.

UNITED STATES MAIL.

5. What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

One distributing mail daily each way (Sundays excepted) between Milwaukee and Two Rivers, and the same between Manitowoc and Appleton, and one bag mail daily each way between Milwaukee and Two Rivers. For the full service we are paid $8,377.44 per annum.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

The American Express Company, who pay us a specific rate per 100 lbs., delivering their freights at our depots.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

No special company.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

None in use.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?

No; except that we have pursuant to law, partially completed our extension from the city of Appleton to the village of New London.

10. Have you acquired any such additional rights or privileges under the laws, general or special of any other state, since your last report?

None.

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection

is made with old line: terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

None.

12. Do you, by purchase or ownership of capital stock, or in any other manner. control any other railroad corporation owning or having under its control a parallel or competing line?

We do not.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

14. What running arrangements have you wi h other railroad companies, setting forth the contracts for the same, made since the date of your last report?

We pay the Chicago & Northwestern Railway seventy-five per cent. of the gross earnings for use of their track between Milwaukee and Lake Shore Junction and for terminal facilities at Milwaukee.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossings or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

Close connections have always been made with other roads crossing and connecting with this by our trains, so as to best accommodate the traveling public. Have had no complaints. (For particulars see enclosed time table now in force)

16. Have any swamp or other State lands been granted your company since the date of your last report? If so; how many acres?

17. Have any United States lands been granted to your company, directly or indirectly, since the date of you last report? What number acres received by your company, directly or indirectly, since date of last report?

18. What number acres sold and conveyed since date of your last report?

19. Average price, per acre, realized?

20. To what corporations have you sold land? How much, and what price since the date of your last report?

21. Number of acres now held by company.

22. Average price asked for lands now held by company?

23. Value of donations of right of way or other real estate received since the date of your last report?

24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.

This company has received no city, county or town aid in exchange for stock, or otherwise, since date of last report.

25. Total cash amount realized from such aid since date of your last report?

No land grants.

26. Amount of land sold, but not conveyed, under contracts now in force?

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

32. What is the aggregate snm of receipts on account of lands, from all sources whatever, up to the present time?

33. What is the amount now due the company on lands sold, or contracted to be sold?

No land grants.

34. Are there any terminal points or places, on your lines in, or out of, the State, to and from which the larger portion of the freight transported on you lines is carried? If so, name them.

Milwaukee.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

No material advance.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

No material reduction.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

No change of importance.

38. What is your present tariff per mile for passengers, both through and local?

Four cents, (for 1,000-mile tickets three cents per mile.)

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?

No round trip tickets sold, except to excursion parties. Four per cent of passenger mileage is for 500-mile tickets.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

No change of importance.

41. Has your company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

The use of intoxicating drink on or about the premises of the Company is strictly forbidden. Any employee appearing on duty in a state of intoxication is forthwith dismissed, and those who do not use intoxicating drinks will receive the preeffrence in promotion and employment.

These rules are strictly enforced.

---

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of accidents.	Statement of each Accident. Give name of person, date and place of accident.	Passengers. From causes beyond their control. Killed	Passengers. From causes beyond their control. Injured.	Passengers. By their own misconduct or want of caution. Killed.	Passengers. By their own misconduct or want of caution. Injured.	Employes. From causes beyond their control. Killed.	Employes. From causes beyond their control. Injured.	Employes. By their own misconduct or want of caution. Killed.	Employes. By their own misconduct or want of caution. Injured.	Others. From causes beyond their control. Killed.	Others. From causes beyond their control. Injured.	Others. By their own misconduct or want of caution. Killed.	Others. By their own misconduct or want of caution. Injured.	Damages claimed.	Damages paid.
1	C. F. Bolders in month of January*	....	....	....	....	....	....	....	1	....	....	....	....	.....	$43 30
2	P. O. Long, Engineer during month August†	....	....	....	....	....	....	....	1	....	....	....	....	.....	35 00
	Total								2						$78 30

*While on telegraph repairs near Reedville, fell from a telegraph pole, fracturing his arm and sustaining other slight injuries.

†In sidetracking his train at Grimms Station, suddenly discovering through the fog a box car on the siding, jumped from his engine and sustained bruises disabling him for, say one month, the fireman who remained in the cab was unheart.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No.

2. Of the above accidents those numbered as follows were caused by inattention o employes:
Notal No., 2.

3. Of the above accidents those numbered as follows were caused by collisions not properly coming under No. 2:
Total No., none.

4. Of the above accidents those numbered as follows were caused by explosions:
Total No., none.

5. Amount paid as damages caused by fire from locomotives.
Nothing.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	16	$272 44
2. Horses	2	175 00
3. Mules	.....	.....
4. Sheep	.....	.....
5. Hogs	8	34 00
6. Total	26	$481 44

7. Amount claimed yet unsettled, or in litigation.
All claims adjusted and paid.

STATE OF WISCONSIN, }
County of Milwaukee, } ss.

F. W. Rhinelander, President, and H. G. H. Reed, General Superintendent of the Milwaukee, Lake Shore & Western Railway Co., being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of October, A. D. 1876, to the best of their knowledge and belief. Signed,

F. W. RHINELANDER,
President.

[SEAL.]

H. G. H. REED,
General Superintendent.

Subscribed and sworn to before me this ninth day of December, A. D. 1876.
[SEAL]

ALFRED L. CARY,
Notary Public Milwaukee Co,. Wis.

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating of railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies or others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB, *Commissioner.*

NOTE.—See sections of law concerning reports of railroads to Commissioner on page—— of this report.

REPORT

OF THE

MINERAL POINT RAILROAD.

TO THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN,

For the year ending 30th September, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ———, 187—.

To the ——— ——— Company:

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

RFPORT

OF THE

MINERAL POINT RAILROAD.

For the year ending September 30, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	ADDRESS.	SALARIES.
Luther Beecher, President	Detroit Mich	
——, 1st Vice-President		
Calvert Spencely, Secretary	Mineral Point, Wis	
M. M. Cothren, Solicitor	do	
Luther Beecher, Treasurer	Detroit Mich	
Geo. W. Cobb, General Manager	Mineral Point, Wis	
——, General Superintendent		
——, Chief Engineer		
Calvert Spensly { General Ticket Agent, General Freight Agent, Auditor }	Mineral Point, Wis.	
	Total Salaries	

1. General Offices at Mineral Point, Wis.

Names of Directors.	Residence.
Luther Beecher	Detroit, Mich
Geo. M. Cobb	Mineral Point, Wis.
M. M. Cothren	do
Calvert Spensley	dn
Geo. L. Beecher	Point Burwell, Ont.

} *Executive Committee.*

2. Date of annual election of directors.
1st Monday in July.

3. Name and address of person to whom correspondence, concerning this report should be directed.
George W. Gobb, General Manager, Mineral Point Wis.

CAPITAL STOCK.

1. Capital stock authorized by charter.
2. How many kinds of stock?
   All common.
3. Amount of common stock.
   $1,200,000.
4. Amount of preferred stock.
   None.
5. Total capital stock.
   $1,200 00.
6. *Proportion of stock for Wisconsin.
   $1,128,427.
7. Rate of Preference.
8. How much common stock has been issued since June 30, 1875.
   None.
9. For what purpose? and what was received therefor.
10. How much preferred stock has been issued since June 30, 1875?
    None.
11. For what purpose? and what was received therefor?

*NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character, should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of of bonds, including amounts, dates of issue, interest, where and when payable.		
First mortgage bonds issued in 1868; 10 per cent. interest payable at Second National Bank, Detroit, Mich., in 1890.	$320,000 00	.....
2. Amount of debt not secured by mortgage.	57,987 41	.....
3. Total funded and unfunded debt..... ...	$379,987 41	.....
4. Net cash realized from bonded debt, above described.	$320,000 00	.....
5. Proportion of debt, bonded and floating for Wisconsin	354,957 81	.....

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876. None	.....	.....
2. What for real estate, and for what purpose purchased? None	.....	.....
3. What has been expended in construction between June 30, 1875, and Sept. 30, 1876? None	.....	.....
4. What for improvement? Nothing but what is shown on page 8	.....	.....
5. What for other items of expense, for construction and equipment None	.....	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned. None	.....	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876	.....	.....
8. Total cost of entire line, as per last report	$1,131,175	.....
9. Total cost of entire line to date	.....	.....

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
	Dolls. Cts.	*Dolls. Cts.*
1. What amount has been expended for grading between June 30, 1875, and September 30, 1876		
2. How much for bridges		
3. How much for tunnels		
4. How much for iron bridges		
5. How much for wooden bridges		
6. How much for ties and tying		
7. How much for iron rail. No. miles, lbs. wt. per yard		
8. How much for steel rail. No. miles. Lbs. wt. per yard		
9. How much for chains, spikes, fish-bar, etc		
10. How much for laying track		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule No. stations		
12. How much for engine and car shops. No		
13. How much for machine shops. No		
14. How much for machinery and fixtures		
15. How much for engine houses. No		
16. How much for car sheds. No		
17. How much for turn tables. No		
18. How much for track and other scales. No.		
19. How much for wood sheds and water stations. No		
20. How much for fencing. No. miles		
21. How much for elevators. No		
22. How much for locomotives and tenders. No. Av. wt. tons		
23. How much for snow plows, as per schedule. No. Av. wt. tons		
24. How much for wreckers. No. Av. wt. tons		
25. How much for passenger cars, 1st class. No. Av wt. tons		
26. How much for passenger cars, 2d class. No. Av. wt. tons		
27. How much for baggage cars. No. Av. wt. tons		
28. How much for mail cars. No. Av. wt. tons.		
29. How much for express cars. No. Av. wt. tons		
30. How much for freight cars, closed. No. Av. wt tons		
31. How much for platform cars. No. Av. wt. tons		
32. How much for hand cars. No. Av. wt. tons.		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others		
34. How much for all other property not enumerated		
35. Total amount expended between June 30, 1875, and September 30, 1876		

* Nothing under this head but what is included on page 8.

CHARACTERISTICS OF ROAD.

Length of road.	Miles.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line of road from Mineral Point, Wis,, to Warren, Ill.....	33	31	56
2. Length of double track on main line.....	.....	.....	.....
* Branches—Name each.			
3. From Calamine to Platteville, length of branch	18	18	56
From to length of double track on branch.....	.....	.....	.....
4. Length of branch.....	.....	.....	.....
From to length of double track on branch.....	.....	.....	.....
5. Length of branch.....	.....	.....	.....
From to length of double track on branch.....	.....	.....	.....
6. Length of branch.....	.....	.....	.....
From to length of double track on branch	.....	.....	.....
7. Total length of main line and branches....	51	49	.....

8. Aggregate length of tracks operated by this company *computed as single track*.
51 miles.
9. Aggregate length of sidings and other track not above enumerated.
5 miles.
10. Number of junction stations.
2.
11. What is the gauge of your lines?
4 feet, 8½ inches.

Note—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of services.	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents.....	1	.....
Clerks in all offices.....	4	.....
Master and assistant mechanics.....	15	.....
Conductors	2	.....
Engineers	4	.....
Brakemen.....	4	.....
Flagmen, switch-tenders, gate-keepers, and watchmen	5	.....
Station agents.....	7	.....
Section men.	65	.....
Laborers.....		.....
Other empolyees.	30	

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
	Dolls. Cts.	*Dolls. Cts.*
1. What amount has been expended for grading between June 30, 1875, and September 30, 1876		
2. How much for bridges		
3. How much for tunnels		
4. How much for iron bridges		
5. How much for wooden bridges		
6. How much for ties and tying		
7. How much for iron rail. No. miles, lbs. wt. per yard		
8. How much for steel rail. No. miles. Lbs. wt. per yard		
9. How much for chains, spikes, fish-bar, etc		
10. How much for laying track		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule No. stations		
12. How much for engine and car shops. No		
13. How much for machine shops. No		
14. How much for machinery and fixtures		
15. How much for engine houses. No		
16. How much for car sheds. No		
17. How much for turn tables. No		
18. How much for track and other scales. No.		
19. How much for wood sheds and water stations. No		
20. How much for fencing. No. miles		
21. How much for elevators. No		
22. How much for locomotives and tenders. No. Av. wt. tons		
23. How much for snow plows, as per schedule. No. Av. wt. tons		
24. How much for wreckers. No. Av. wt. tons		
25. How much for passenger cars, 1st class. No. Av wt. tons		
26. How much for passenger cars, 2d class. No. Av. wt. tons		
27. How much for baggage cars. No. Av. wt. tons		
28. How much for mail cars. No. Av. wt. tons.		
29. How much for express cars. No. Av. wt. tons		
30. How much for freight cars, closed. No. Av. wt tons		
31. How much for platform cars. No. Av. wt. tons		
32. How much for hand cars. No. Av. wt. tons.		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others		
34. How much for all other property not enumerated		
35. Total amount expended between June 30, 1875, and September 30, 1876		

* Nothing under this head but what is included on page 8.

CHARACTERISTICS OF ROAD.

Length of road.	Miles. Entire length.	Miles. Length in Wisconsin.	Weight of rail per yard.
1. Length of main line of road from Mineral Point, Wis., to Warren, Ill.	33	31	56
2. Length of double track on main line	.....	.....	.....
* Branches—Name each.			
3. From Calamine to Platteville, length of branch	18	18	56
From to length of double track on branch	.....	.....	.....
4. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
6. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
7. Total length of main line and branches	51	49	.....

8. Aggregate length of tracks operated by this company *computed as single track*.
51 miles.
9. Aggregate length of sidings and other track not above enumerated.
5 miles.
10. Number of junction stations.
2.
11. What is the gauge of your lines?
4 feet, 8½ inches.

Note—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of services.	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents	1	.....
Clerks in all offices	4	.....
Master and assistant mechanics	15	.....
Conductors	2	.....
Engineers	4	.....
Brakemen	4	.....
Flagmen, switch-tenders, gate-keepers, and watchmen	5	.....
Station agents	7	.....
Section men	65	.....
Laborers		
Other empolyees	30	.....

Mileage and tonnage.	Miles.	
	Whole line.	In Wisconsin
2. Number of miles run by passenger trains	No pass. trains.	.....
3. Number of miles run by freight and mixed trains.	69,264	.....
4. Number of miles run by construction and other trains	4,200	.....
5. Total mileage	73,464	72,216
6. Total number of passengers carried	28,826	.....
7. Total number tons freight carried one mile	1,975,347	.....
8. Total number passengers carried one mile	576,520	.....
9. Average distance traveled by each passenger	20 miles.	.....

	Miles per hour.
10. The highest rate of speed allowed for express passenger trains ..... None of these trains.	
11. Schedule rates of same, including stops	
12. The highest rate of speed allowed for mail and accommodation trains	16
13. Schedule of same including stops	16
14. The highest rate of speed allowed for freight trains	16
15. Schedule rate of same, including stops	16
16. Amount of freight carried per car	20,000 lbs.

Total freight in tons.	Whole line.	In Wisconsin
17.		
Grain	13,726	.....
Flour	35	.....
Provisions	232	.....
Salt, cement, water lime and stucco	753	.....
Manufactures, including agricultural implements, furniture and wagons	628	.....
Live stock	9,721	.....
Lumber and forest products	4,923	.....
Iron, lead and mineral products, 15,458 zinc; 1,456 lead; 1501, iron	18,415	.....
Stone, brick, lime, sand, etc	190	.....
Coal	2,566	.....
Merchandise and other articles	8,670	.....
Total tons	59,859	57,487

EARNINGS DURING THE YEAR ENDING SEPTBMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passengers.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line	Wisconsin.
1875.								Proportion for Wisconsin is $\frac{48}{51}$ of these amounts.
October.....	1,854 52	.....	10,918 17	.....	315 42	.....	13,088 11	
November ..	1,695 37	.....	9,532 32	.....	315 42	.....	11,543 11	
December...	1,936 00	.....	7,799 96	.....	315 42	.....	10,051 38	
1876.								
January	1,908 81	.....	6,311 31	.....	315 42	.....	8,535 54	
February ...	1,803 75	.....	8,542 86	.....	315 42	.....	10,662 03	
March.....	1,884 84	.....	6,115 96	.....	315 42	.....	8,316 22	
April.....	1,931 02	.....	5,115 63	.....	315 42	.....	7,362 07	
May.....	1,763 55	.....	6,683 32	.....	315 42	.....	8,767 29	
June	2,285 93	.....	8,887 04	.....	315 42	.....	11,488 39	
July	2,054 75	.....	5,454 06	.....	301 38	.....	7,810 19	
August.....	1,937 47	.....	5,959 36	.....	301 38	.....	8,198 21	
September ..	2,276 73	.....	7,314 12	.....	301 38	.....	9,892 23	
Total....	$23,332 74	.....	$88,634 11	.....	$3,742 92	.....	$115,709 77	

1. Earnings per mile of road	$2,270 00
2. Earnings per mile of road on freight	1,738 00
3. Earnings per mile of road on passengers	463 40
4. Earnings per train-mile run, on freight	1 20
5. Earnings per train-mile run, on passengers	32
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight, as	2 to 8
7. Average gross earnings per mile (51 miles) of road, exclusive of sidings	2,270 00
8. Average net earnings per mile (miles) of road, exclusive of sidings	
9. Average net earnings per train-mile	

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail	$70,747 82	
Repairs of bridges	3,231 18	
Repairs of fences	1,878 47	
New steel rail, valued only as iron rail*		
Other expenses on way		
2. Maintenance of buildings	376 01	
3. Maintenance of rolling stock:		
Locomotives; Passenger, baggage, mail, and express cars; Freight cars; Shop tools and machinery	16,001 25	
4. Conducting transportation and general expenses:		
Management and general office	13,790 20	
Foreign agency and advertising		
Agents and station service	8,955 00	
Conductors, baggage and brakemen	3,575 83	
Engineers, firemen and wipers	6,438 84	
Train and station supplies		
Fuel consumed	9,021 35	
Oil and waste	622 41	
Personal expenses	384 05	
Damage to persons	54 90	
Damage to property	67 50	
Loss and damage to freight and baggage	55 46	
Miscellaneous expenses	1,931 15	
Other general operating expenses, as per items below		
5. Current expenses:		
For taxes	4,565 74	
For insurance		
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid		
6. Total current operating expenses, being ... per cent. of earnings	141,697 18	
7. Average operating expenses per mile of road, exclusive of sidings	2,778 00	
8. Average operating expenses per train-mile	1 93	

‡ In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
9. Excess of operating and current expenses over earnings		
10. Cost of maintaining track and bridges per mile run	1.006	
11. Cost of repairs of engines per mile run	.218	
12. Cost of engineers and firemen per mile run	.087	
13. Cost of oil and waste per mile run	.008	
14. Cost of fuel per mile run	.122	
Total payments in addition to operating expenses		

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track		
16. New rail on new track		
17. New equipment		
18. New bridges and culverts (not including replacements)		
19. Real estate bought during the year		
20. New tools and machinery		
21. New buildings		
22. Total paid for new investment on the length of the company's lines since date of last report		
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly		
Total new investment		
24. For interest on bonds	$32,000	
25. Dividends—rate per cent.—on preferred stock		
26. Dividends—rate per cent.—on common stock		
Total payments in addition to expenses		

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

No Dividends.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

	AMOUNT.	LIABILITIES.	AMOUNT.
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

Cross no railroad.

2. What regulations govern your employes in regard to crossings of public high ways, and are these regulations found to be sufficient? Copy of regulations attached found sufficient.

Engineers must sound the signal to take off brakes immediately before starting a train; must sound the whistle at the distance of one-half mile when approaching a station, and also 80 rods before crossing a highway. They must have the bell rung before starting a train, while moving a train about stations, and also 80 rods before crossing a highway, and until it shall have been passed.

3. What platform and coupler between passenger cars do you use?

No passenger trains. Ordinary platform and coupler used.

4. What kind of brakes do you use on passenger trains?

No passenger trains. Use ordinary brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

$50 per mile for daily service, except Sundays, each way.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

We carry freight, etc., for American Express Company in our own cars for a stipulated monthly compensation. Freight, etc., received on cars, and in charge of express company's employes.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

None.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?

None.

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?

None.

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

None.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

None.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

None.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

None.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

This road connects with the Ill. Cent. R. R. at Warner, Ill, and trains on this Road make close connections with the trains of the Ill Cent. R. R.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?

No.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly, or indirectly, since date of last report?

No.

18. What number acres sold and conveyed since date of your last report?

None.

19. Average price, per acre, realized?

20. To what corporations have you sold land? How much, and what price since the date of your last report?

None.

21. Number of acres now held by Company?

None.

22. Average price asked for lands now held by Company?

None.

23. Value of donations of right of way or other real estate received since the date of your last report?

None.

24. Amount of city, county and town aid granted to Company in exchange for stock or otherwise? Specify particulars since date of last report.

None.

25. Total cash amount realized from such aid since date of your last report?

Nothing.

26. Amount of land sold, but not conveyed, under contracts now in force?

None.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

None.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

None.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

None.

30. Whole amount of cash received for stumpage, trespasses, &c., since date of last report?

None.

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

None.

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

None.

33. What is the amount now due the Company on lands sold, or contracted to be sold?

None.

34. Are there any terminal points or places, on your lines in, or out, of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Most of the freight on this road is conveyed to and from Warner, Ills. where this R. R. connects with the Ills. Cent R. R.

35. Have you made any advance in the rates of freight, from stations on yonr lines to such terminal points since the cnactment of chapter 57, of the laws of 1876?

No.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

No.

—If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passnge of said chapter, on 1st, 2d, 3d, and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

No.

38. What is your present tariff per mile for passengers, both through and local?

Four cents per mile.

39. What proportion of the passengers carried by you, in this State, purchase round trip tickets? And what proportion purchase 500-mile tickets?

We don't use either.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule naming the stations and rates in force both at the time and since the passage of said chapter.

No advance has been made.

41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors. *If so, what is it, and is it enforced?*

Copy of rule is attached. It is enforced.

(41.) Strict observance of all regulations, and the greatest care and attention to their several duties, are enjoined upon all.

42. Whenever you are in doubt, take the safe course.

43. To secure the safety of passengers and property, and promptness and discipline in the despatch of business of the road, the use of intoxicatin liquors is strictly forbiddsn to the officers and men in the service of this company. When upon duty any person who shall become intoxicated will be immediately dismissed.

44. Any person not willing to promptly and cheerfully conform to such orders as may be found necessary for the proper dispatch of business, is particularly requested to leave the service of the company.

---

* The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of accidents.	Statement of each accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.			
None.	Give name of person, date and place of accident.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
	.....	....	..	....	....	....	..	....	....	....	....	....	....	.....	.....
	.....	....	....	....	...	....	....	....	....	...	....	.. .	....	.....	.....

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYES.
Total No.
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2.
Total No.
4. Of the above accidents those numbered as follows were caused by explosions.
Total No.
5. Amount paid as damages caused by fire from locomotives.
None.

NNMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle		
2. Horses		
3. Mules		
4. Sheep		
5. Hogs		
6. Total		

7. Amount claimed yet unsettled, or in litigation.
None.

REMARKS.

A large amount of new iron has been laid during the past year in place of old iron taken up, and a large number of new ties used, and the road bed otherwise materially improved, which has caused an outlay of more than the entire earnings of the road.

STATE OF WISCONSIN, } ss.
County of Iowa. }

George W. Cobb, General Manager, and Calvert Spensley, Secretary and Auditor of the Mineral Point Railroad, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1876, to the best of their knowledge and belief. Signed,

GEO. W. COBB,
General Manager.

[SEAL] CALVERT SPENSLEY,
Secretarg and Auditor.

Subscribed and sworn to before me, a notary public, this twenty-eighth day of October, A. D. 1876.

CYRUS LANYON,
[SEAL] *Notary Public, Wisconsin.*

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating railroads, and their management in general, to the end of establishing and building up an era of harmony and good will between the Companies, who transport, and the people who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies and others, any suggestions, explanations or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB,
Commissioner.

NOTE.—See sections of law concerning report of railroads to Commissioner on page—— of this report.

REPORT

OF THE

PINE RIVER VALLEY & STEVENS POINT RAILROAD COMPANY.

TO THE

RAILROAD COMMISSIONER,

OF THE

STATE OF WISCONSIN.

For the year ending September 30, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, —— —— 187—.

To the —— —— *Company:*

This blank is furnished you for the purpose of your entering therein the Annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 187 . Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

PINE RIVER VALLEY & STEVENS POINT RAILROAD COMPANY.

For the year ending September 30, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	ADDRESS.	SALARIES.	
Geo. Krouskop, President			
N. L. James, 1st Vice President			
H. C. Eastland, Secretary			
No one, Soliciter			
D. O Chandler, Treasurer			
N. L. James, General Manager			
———, General Superintendent			
E. Boldwen, Chief Engineer			
Wm. Craig, Sr., { General Ticket Agent			
Wm. Craig, Sr., { General Freight Agent			
No one, Auditor			
	Total salaries..		

1. General offices at.....

Names of Directors.	Residence.
Geo. Krouskop	Richland Center, Wis.
N. L. James	do
D. E. Pease	do
A. C. Parfrey	do
J. M. Adams	do
D. O. Chandler	do
Wm. J. Bowen	do
A. H. Kronskop	do
A. C. Eastland	do

..... } Executive Committee.

2. Date of annual election of directors.
Twentieth of June, triennially.

3. Name and address of person to whom correspondence, concerning this report, should be directed.
Geo. Krouskop, Richland Center, Wis.

CAPITAL STOCK.

1. Capital stock authorized by charter..... $150,000.	.....
2. How many kinds of stock? One.	
3. Amount of common stock..... $50,000 subscribed.	$50,000
4. Amount of preferred stock.....	.....
5 Total capital stock subscribed.....	$50,000
6. *Proportion of stock for Wisconsin. All.	
7. Rate of preference.	
8. How much *common* stock has been issued since June 30, 1875.... $50,000.	.....
9. For what purpose, and what was received therefor? Building and equipping the road from Richland Center to Lone Rock—16 miles.	
10. How much *preferred* stock has been issued since June 30, 1875... None.	
11. For what purpose, and what was received therefor?	

*NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable: Mortgage Bonds issued August 31, 1876, payable in two years from date, interest 10 per cent., payable semi-annually, at the Milwaukee National Bank, Milwaukee.....	$20,000 00	.....
2. Amount of debt not secured by mortgage.....	.....	.....
3. Total funded and unfunded debt.....	20,000 00	.....
4. Net cash realized from bonded debt, above described.		
5. Proportion of debt, bonded and floating for Wisconsin. All.....	.....	.....

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876.....	$636 50	....
2. What for real estate, and for what purpose purchased? For depot grounds.....	1,100 50	....
3 What has been expended in construction between June 30, 1875, and Sept. 30, 1876?.....	.....	.....
4. What for improvement.....	.....	.....
5. What for other items of expense, for construction and equipment.....	66,732 00	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	....	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876.....	.....	.....
8. Total cost of entire line, as per last report.....	.....	.....
9. Total cost of entire line to date.....	$68,469 00	....

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between June 30, 1875, and Sept. 30, 1876	$21,225 94	.....
2. How much for bridges	2,470 90	.....
3. How much for tunnels. Nothing	.....	.....
4. How much for iron bridges	.....	.....
5. How much for wooden bridges	2,470 00	.....
6. How much for ties and tying	6,400 00	.....
7. How much for iron rail . .No. miles Lbs. wt. per yard	.....	.....
8. How much for steel rail...No. miles..Lbs. wt. per yard. None	.....	.....
9. How much for chairs, spikes, fish-bar, etc	.....	.....
10. How much for laying track	6,400 00	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule..No. stations		
12. How much for engine and car shops...No	.....	.....
13. How much for machine shops..No	.....	.....
14. How much for machinery and fixtures	.....	.....
15. How much for engine houses..No,	.....	.....
16. How much for car sheds..No	.....	.....
17. How much for turn tables..No	.....	.....
18. How much for track and other scales..No	.....	.....
19. How much for wood sheds and water stations..No.	.....	.....
20. How much for fencing..No. miles	.....	.....
21. How much for elevators..No	.....	.....
22. How much for locomotives and tenders, No. 1 Av. wt. tons 10	10,300 00	.....
23. How much for snow plows, as per schedule, No. Av. wt. tons	.....	.....
24. How much for wreckers, No. Av. wt. tons	.....	.....
25. How much for passenger cars, 1st class, No. Av. wt. tons	.....	.....
26. How much for passenger cars, 2d class, No. Av. wt. tons	.....	.....
27. How much for baggage cars, No. Av. wt. tons	.....	.....
28. How much for mail cars, No. Av. wt. tons	.....	.....
29. How much for express cars, No. Av. wt. tons	.....	.....
30. How much for freight cars, closed, No. 6 Av. wt. tons.	2,730 00	.....
31. How much for platform cars, No. 6 Av. wt. tons	2,241 00	.....
32. How much for hand cars, No. Av. wt. tons	.....	.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others	.....	.....
34. How much for all other property not enumerated	200 00	.....
35. Total amount expended between June 30, 1875, and Sept. 30, 1876	.....	.....

CHARACTERISTICS OF ROAD.

Length of road.	Miles. Entire length.	Miles. Length in Wisconsin.	Weight of rail per yard.
1. Length of main line of road from Lone Rock to Richland Center	16	.....	.....
2. Length of double track on main line	.....	.....	.....
* Branches—Name each.			
3. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
4. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
6. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
7. Total length of main line and branches	.....	.....	.....

* Note.—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

8. Aggregate length of tracks operated by this company *computed as single track.*
   16 miles.
9. Aggregate length of sidings and other track not above enumerated.
   One mile.
10. Number of junction stations.
    One at Lone Rock.
11. What is the gauge of your lines?
    3 feet.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of service.	Number of persons employed.	Average salary per annum.
1 Division and assistant superintendents	2	.....
Clerks in all offices	.....	.....
Master and assistant mechanics	1	.....
Conductors	1	.....
Engineers	1	.....
Brakemen	2	.....
Flagmen, switch-tenders, gate-keepers and watchmen	1	.....
Station agents	1	.....
Section men,	3	.....
Laborers	.....	.....
Other employes,	.....	.....

DOINGS OF THE YEAR IN TRANSPORTATION—Continued.

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains*		
3. Number of miles run by freight and mixed trains		
4. Number of miles run by construction and other trains		
5. Total mileage		
6. Total number of passengers carried		
7. Total number tons freight carried one mile		
8. Total number passengers carried one mile		
9. Average distance traveled by each passenger		

MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains	
11. Schedule rate of same, including stops	
12. The highest rate of speed allowed for mail and accommodation trains	
13. Schedule of same, including stops	
14. The highest rate of speed allowed for freight trains	
15. Schedule rates of same, including stops	
16. Amount of freight carried per car. 5 tons.	

17. TOTAL FREIGHT IN TONS—9⅔ MONTHS.	Whole line.	In Wisconsin.
Grain		
Flour		
Provisions		
Salt, cement, water lime and stucco		
Manufactures, including agricultural implements, furniture and wagons		
Live stock		
Lumber and forest products		
Iron, lead and mineral products		
Stone, brick, lime, sand, etc		
Coal		
Merchandise and other articles		
Total tons		

*We run no trains except mixed trains, and run but twelve miles per hour and having operated this road of sixteen miles from Lone Rock to Richland Center, only from August 10, to Sept. 30, 1876. Are not able to answer all the questions on this page. In future reports we will. Having only one engine and a portion of that time it was not running in consequence of being burned.

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 187...*

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passenger.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
187 .								
October.....	.....	.....	.....	.....	.....	.....	.....	.....
ovember ..	.....	.....	.....	.....	.....	.....	.....	.....
December...	.....	.....	.....	.....	.....	.....	.....	.....
187 .								
January.....	.....	.....	.....	.....	.....	.....	.....	.....
February....	.....	.....	.....	.....	.....	.....	.....	.....
March.... ..	.....	.....	.....	.....	.....	.....	.....	.....
April.....	.....	.....	.....	.....	.....	.....	.....	.....
May.....	.....	.....	.....	.....	.....	.....	.....	.....
June.....	.....	.....	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....	.....	.....
August	.....	.....	.....	.....	.....	.....	.....	.....
September ..	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....

*The road was finished from Lone Rock to Richland Center and commenced being operated August 10, 1876, and the total earnings to September, 30, 1876 are $1,421.00

1. Earnings per mile of road..... $.....
2. Earnings per mile of road on freight..... .....
3, Earnings per mile on passengers..... .....
4. Earnings per train-mile run, on freight ....
5. Earninge per train-mile run on passengers..... .....
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? ....
7. Average gross earnings per mile [...miles] of road, exclusive of sidings ....
8. Average net earnings per mile [....miles] of road, exclusive of sidings ....
9. Average net earnings per train-mile..... .....

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.*	Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....	$.....	$.....
Repairs of bridges.....	.....	.....
Repairs of fences.....	.....	.....
New steel rail valued only as iron rail †.....	.....	.....
Other expenses on way.....	.....	.....
2. Maintenance of buildnigs.....	.....	.....
3. Maitenance of rolling-stock:		
Locomotives	.....	.....
Passenger, baggage, matl, and express cars.....	.....	.....
Freight cars	.....	.....
Shop tools and machinery.....	.....	.....
4. Conducting transportation, and general expenses:		
Management and general office.....	.....	.....
Foreign agency and advertising.....	.....	.....
Agents and station service	.....	.....
Conductors, baggage and brakemen.....	.....	.....
Engineers, firemen and wipers.....	.....	.....
Train and station supplies.....	.....	.....
Fuel consumed.....	.....	.....
Oil and waste.....	.....	.....
Personal expenses	.....	.....
Damage to person.....	.....	.....
Damage to property	.....	.....
Loss and damage to freight and baggage.....	.....	.....
Legal expenses.....	.....	.....
Other general operating expenses, as per items below....	.....	.....
5. Current expenses:		
For taxes.....	.....	.....
For insurance.....	.....	.....
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid	.....	.....
6. Total current operating expenses, being .... per cent. of earnings.....	.....	.....

* The cost of operating the road as near as can be estimated at this time is $20 per day. This includes pay of all employes, wood, oil, etc.; also ordinary repairs.

† The rail, except a small part is maple wood, about 1½ miles; round curves and switches is old iron.

‡ In substituting steel rail for iron rail, the cost of iron rail only shoulc be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

EXPENSES—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
7. Average operating expenses per mile of road, exclusive of sidings	$.....	$.....
8. Average operating expenses per train-mile	.....	.....
9. Excess of earnings over operating and current expenses	.....	.....
10. Cost of maintaining track and bridges per mile run	.....	.....
11. Cost of repairs of engines per mile run	.....	.....
12. Cost of engineers and firemen per mile run	.....	.....
13. Cost of oil and waste per mile run	.....	.....
14. Cost of fuel per mile run	.....	.....

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to Whole Line.	Belonging to Wisconsin
15. New steel rail, excess of cost over iron rail, old track	.....	.....
None	.....	.....
16. New rail on new track	.....	.....
17. New equipment	.....	.....
18. New bridges and culverts (not including replacements	.....	.....
19. Real estate bought during the year	.....	.....
Everything has been bought within the year	.....	.....
20. New tools and machinery	.....	.....
21. New buildings	.....	.....
22. Total paid for new investment on the length of the company's lines since date of last report	.....	.....
23. Amounts paid in cash, stock, bonds or otherwise, for extensions, new lines and branches, during the past year—specify particularly		
Total new investment	.....	.....
24. For interest on bonds	.....	.....
25. Dividends—rate per cent.—on preferred stock	.....	.....
No dividends	.....	.....
26. Dividends—rate per cent.—on common stock	.....	.....
Total payments in addition to operating expenses	.....	.....

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

Nothing.

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

None.

GENERAL BALANCESH EET, 1ST OF OCTOBER, 1876.

Assets.		*Liabilities.*	
	Dollars. Cts.		*Dollars. Cts.*
Include right of way. Road bed.....	.....		.....
Depot grounds. Rolling stock.	.....		.....
Whole value of road.....	68,469 00	First Mortgage Bonds	20,000 00

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

2 What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?

3. What platform and coupler between passenger cars do you use?

4. What kind of brakes do you use on passenger trains?

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freights given any preference in speed or order of transportation, and if so, in what particular?

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

No.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

We do not.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so; how many acres?

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?

18. What number acres sold and conveyed since date of your last report?
19. Average price, per acre, realized?
20. To what corporations have you sold land? How much, and what price since the date of your last report?
21. Number of acres now held by Company?
22. Average price asked for lands now held by Company?
23. Value of donations of right of way or other real estate received since the date of your last report?
24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?
25. Total cash amount realized from such aid since date of your last report?
26. Amount of land sold, but not conveyed, under contracts now in force?
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
33 What is the amount now due the Company on lands sold, or contracted to be sold?
34. Are there any terminal points or places, on your lines in, or out of, this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?
— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal?
37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
38. What is your present tariff per mile for passengers, both through and local?
39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
41. Has your Company any rule governing your conductors, engineers and train men concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

We have, as follows:

"If any person, who is in the employ of this company, shall become intoxicated, either when on or off duty, he shall be immediately discharged, and shall not be employed again by the company as its agent or employe. And the General Manager shall at once attend to the carrying out of this resolution." This rule is strictly enforced.

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*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of Accidents	Statement of Each Accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution,			
	Give name of person, date and place of accident	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
	.....	....	....	....	....	....	....	....	....	....	....	....	....	.....	.....
	.....	....	....	....	....	....	....	....	....	....	....	....	....	.....	.....

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No.....
2. Of the above accidents those numbered as follows were caused by inattention of employees:
Total No.....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:
Total No.....
4. Of the above accidents those numbered as follows were caused by explosions:
Total No.....
5. Amount paid as damages caused by fire from locomotives.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.*

	Number Killed.	Amount Paid.
1. Cattle	.....	.....
2. Horses	.....	.....
3. Mules	.....	.....
4. Sheep	.....	.....
5. Hogs	.....	.....
6. Total	.....	.....

* No cattle or other live stock killed.

7. Amount claimed yet unsettled, or in litigation.

REMARKS.

STATE OF WISCONSIN, }
County of Richland, } ss.

N. L. James, General Manager, of the Pine River Valey and Stevens Point Railroad Company, being duly sworn, depose and say that has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1876, to the best of his knowledge and belief. Signed,

[SEAL] N. L. JAMES,
General Manager.

Subscribed and sworn to before me, a notary Public, this thirtieth day of October A. D. 1876.

[SEAL] FRED. H. TUTTLE,
Notary Public, Richland Co., Wis.

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating of railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given, upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies or others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB, *Commissioner.*

NOTE.—See sections of law concerning reports of railroads to Commissioner on page—— of this report.

REPORT

OF THE

PRAIRIE DU CHIEN & McGREGOR RAILWAY COMPANY.

TO THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN,

For the Year ending September 30, 1876,

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ———, 187—.

To the ——— *Company:*

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

PRAIRIE DU CHIEN & McGREGOR RAILWAY COMPANY.

For the year ending 30th September, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Names.	Address.	Salaries.
John Lawler, President.	Prairie du Chien ..	$6,000 00
James Lawler, Secretary and Treasurer.....	.....do.....	1,200 00
S. E. Farnham, General Superintendent.....	.....do.....	1,200 00
Total salaries.....	.....	$8,400 00

1. General offices at Prairie du Chien.

Names of Directors.	Residence.
John Lawler	Prairie du Chien.
James Lawler.....	Prairie du Chien.
Geo. L. Bass	McGregor, Iowa.
S. E. Farnham	Prairie du Chien.
R. James.....	Prairie du Chien.

.... } Executive Committee.
.... }
..... }

2. Date of annual election of directors.
November 13.

3. Name and address of person to whom correspondence, concerning this report, should be directed.
John Lawler.

CAPITAL STOCK.

1. Capital stock authorized by charter	$100,000
2. How many kinds of stock? One.	
3. Amount of common stock	100,000
4. Amount of preferred stock. None	
5. Total capital stock	$100,000
6. *Proportion of stock for Wisconsin. Seven-eighths of whole	$87,500

*NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the Whole. If made on a different basis please state the reasons therefor.

7. Rate of preference.
8. How much *common* stock has been issued since June 30th, 1875?
   None.
9. For what purpose? and what was received therefor?
10. How much *preferred* stock has been issued, since June 30, 1875?
    None.
11. For what purpose? and what was received therefor?

NO FUNDED OR UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of of bonds, including amounts, dates of issue, interest, where and when payable.	.....	.....
2. Amount of debt not secured by mortgage.	.....	.....
3. Total funded and unfunded debt	.....	.....
4. Net cash realized from bonded debt, above described.	.....	.....
5. Proportion of debt, bonded and floating for Wisconsin	.....	.....

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876. Since completion of road, April 15, 1874, repairs, items of construction, renewals, &c, have all been charged	.....	.....
2. What for real estate, and for what purpose purchased? Into operating expenses.	.....	.....
3. What has been expended in construction between June 30, 1875, and Sept. 30, 1876? .....do	.....	.....
4. What for improvement? .....do	.....	.....
5. What for other items of expense, for construction and equipment .....do	.....	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned.	.....	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876	.....	.....
8. Total cost of entire line, as per last report	100,000 00	87,500 00
9. Total cost of entire line to date	100,000 00	87,500 00

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE IS $87,500 00.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
	Dolls. Cts.	*Dolls. Cts.*
1. What amount has been expended for grading between June 30, 1875, and September 30, 1876		
2. How much for bridges		
3. How much for tunnels		
4. How much for iron bridges		
5. How much for wooden bridges		
6. How much for ties and tying		
7. How much for iron rail. No. miles, lbs. wt. per yard		
8. How much for steel rail. No. miles. Lbs. wt. per yard		
9. How much for chairs, spikes, fish-bar, etc.		
10. How much for laying track		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule No. stations		
12. How much for engine and car shops. No.		
13. How much for machine shops. No.		
14. How much for machinery and fixtures		
15. How much for engine houses. No.		
16. How much for car sheds. No.		
17. How much for turn tables. No.		
18. How much for track and other scales. No.		
19. How much for wood sheds and water stations. No.		
20. How much for fencing. No. miles		
21. How much for elevators. No.		
22. How much for locomotives and tenders. No. Av. wt. tons		
23. How much for snow plows, as per schedule. No. Av. wt. tons		
24. How much for wreckers. No. Av. wt. tons		
25. How much for passenger cars, 1st class. No. Av wt. tons		
26. How much for passenger cars, 2d class. No. Av. wt. tons		
27. How much for baggage cars. No. Av. wt. tons		
28. How much for mail cars. No. Av. wt. tons.		
29. How much for express cars. No. Av. wt. tons		
30. How much for freight cars, closed. No. Av. wt tons		
31. How much for platform cars. No. Av. wt. tons		
32. How much for hand cars No. Av. wt. tons		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others		
34. How much for all other property not enumerated		
35. Total amount expended between June 30, 1875, and September 30, 1876		

CHARACTERISTICS OF ROAD.

Length of road.	Miles. Entire length.	Miles. Length in Wisconsin.	Weight of rail per yard.
1. Length of main line of road from Prairie du Chien to McGregor	2	1¾	56
2. Length of double track on main line	.....	.....	.....
* Branches—Name each.			
3. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
4. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
6. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
Total length of main line on branches	.....	.....	.....

* Note—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

8. Aggregate length of tracks operated by this company *computed as single track.*
2½ miles.
9. Aggregate length of sidings and other track not above mentioned.
10. Number of junction stations.
11. What is the gauge of your lines.
4 feet 8½ inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of service.	Number of persons employed.	Average salary per annum.
1. Divivision and assistant superintendents	1	$1,200
Clerks in all offices	1	1,200
Master and assistant mechanics	1	780
Conductors	1	1,200
Engineers	3	780
Brakemen	2	600
Flagmen, switch-tenders, gate-keepers, and watchmen	4	600
Station agents		
Section men. Employed of C. M. & St. Paul Railway Company	5 to 6	
Laborers	2	500
Other employes		

Mileage and tonnage.	Miles.	
	Whole line.	In Wisconsin
2. Number of miles run by passenger trains	No rec. made.	.....
3. Number of miles run by freight and mixed trains	.....	.....
4. Number of miles run by construction and other trains	.....	.....
5. Total mileage	.....	.....
6. Total number of passengers carried	.....	.....
7. Total number tons freight carried one mile	.....	.....
8. Total number passengers carried one mile	.....	.....
9. Average distance traveled by each passenger	.....	.....

	Miles per hour.
10. The highest rate of speed allowed for express passenger trains..... None of these trains.	
11. Schedule rates of same, including stops	
12. The highest rate of speed allowed for mail and accommodation trains	..
13. Schedule of same including stops	..
14. The highest rate of speed allowed for freight trains	..
15. Schedule rate of same, including stops	..
16. Amount of freight carried per car	..

Total freight in tons.	Whole line.	In Wisconsin
17.		
Grain. No record made, as we only count the cars	.....	.....
Flour	.....	.....
Provisions	.....	.....
Salt, cement, water lime and stucco	.....	.....
Manufactures, including agricultural implements, furniture and wagons	.....	.....
Live stock	.....	.....
Lumber and forest products	.....	.....
Iron, lead and mineral products	.....	.....
Stone, brick, lime, sand, etc	.....	.....
Coal	.....	.....
Merchandise and other articles	.....	.....
Total tons, estimated	400,000	400,000

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passengers.		Freights.		Mails, Express and all other sources.		Totals.	
	Whole line,	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1875.								
October	.....	.....	$6,802	.....	.....	.....	.....	.....
November	.....	.....	7,411	.....	.....	.....	.....	.....
December	.....	.....	6,919	.....	.....	.....	.....	.....
1876.								
January	.....	.....	4,626	.....	.....	.....	.....	.....
February	.....	.....	3,624	.....	.....	.....	.....	.....
March	.....	.....	3,513	.....	.....	.....	.....	.....
April	.....	.....	2,669	.....	.....	.....	.....	.....
May	.....	.....	4,654	.....	.....	.....	.....	.....
June	.....	.....	6,559	.....	.....	.....	.....	.....
July	.....	.....	3,911	.....	.....	.....	.....	.....
August	.....	.....	2,115	.....	.....	.....	.....	.....
September	.....	.....	2,278	.....	.....	.....	.....	.....
Totals	.....	.....	$55,081	$48,195	.....	.....	$55,081	$48,195

1. Earnings per mile of road ..... $.....
2. Earnings per mile of road on freight..... .....
3. Earnings per mile on passengers..... .....
4. Earnings per train-mile run, on freight..... .....
5. Earnings per-train mile run, on passengers..... .....
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? as..... to ....
7. Average gross earnings per mile [.. .. miles] of road, exclusive of sidings..... .....
8. Average net earnings per mile [..... miles] of road, exclusive of sidings..... .....
9. Average net earnings per train mile..... .....

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES		Belonging to Whole Line	Belonging to Wisconsin
1. Maintenance of way:—			
Repairs of track, including new and rerolled iron rail in place old iron rail	$1,600 00		
Repairs of bridges	3,240 00		
Repairs of fences	.....	$5,520 00	
New steel rail, valued only as iron rail*	.....		
Other expenses on way	680 00		
2. Maintenance of buildings	.....	.....	.....
3. Maintenance of rolling stock:—			
Locomotives		.....	.....
Passenger, baggage, mail and express cars		.....	.....
Freight cars		.....	.....
Shop tools and machinery		.....	.....
4. Conducting transportation, and general expenses:—			
Management and general office	$8,400 00		.....
Foreign agency and advertising	.....		.....
Agents and station service	.....		.....
Conductors, baggage and brakemen, watchmen, laborers, etc	11,800 00		.....
Engineers, firemen and wipers	1,800 00		.....
Train and station supplies	820 00		.....
Fuel consumed	3,460 00		.....
Oil and waste	.....	28,030 00	.....
Personal expenses	1,400 00		.....
Damage to persons	.....		.....
Damage to property	.....		.....
Loss and damage to freight and baggage	.....		.....
Legal expenses	350 00		.....
Other general operating expenses, as per items below	.....		.....
5. Current expenses:—			
For taxes, Wis. $864.85 and Iowa $280.15	1,145 00	1,360 00	.....
For insurance, fire	215 00		.....
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid		34,910 00	30,546 00

*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Expenses, etc.—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to Whole Line.	Belonging to Wisconsin.
6. Total current operating expenses, being .... per cent. of earnings.		
7. Average operating expenses per mile of road, exclusive of sidings	.....	.....
8. Average operating expenses per train mile.....	.....	.....
9. ~~Excess of earnings over operating and current ex-~~ penses.....	.....	.....
10. Cost of maintaining track and bridges per mile run.	.....	.....
11. Cost of repairs of engines per mile run	.....	.....
12. Cost of engineers, wipers and firemen per mile run	.....	.....
13. Cost of oil and waste per mile run	.....	.....
14. Cost of fuel per mile run.....	.....	.....

EXPENSES, ETC.

NO PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track.....	.....	.....
16. New rail on new track.....	.....	.....
17. New equipment..	.....	.....
18. New bridges and culverts (not including replacements).....	.....	.....
19. Real estate bought during the year.....	.....	.....
20. New tools and machinery...	.....	.....
21. New buildings.....	.....	.....
22. Total paid for new investment on the length of the company's lines since date of last report	.....	.....
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly	.....	.....
Total new investment.....	.....	.....
24. For interest on bonds.....	.....	.....
25. Dividends—rate per cent.—on preferred stock..	.....	.....
26. Dividends—rate per cent.—on common stock..	.....	.....
Total payments in addition to operating expenses	.....	.....

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

29. How was the amount of dividends paid the past year—cash, stock or otherwise? Specify amounts and manner of payment.

GENERAL BALANCE SHEET, 1ST OF OCTOBER 1876.

Assets.		*Liabilities*	
	Dollars. Cts.		*Dollars. Cts.*
Value of road.....	100,000 00	Capital stock.....	100,000 00
	$100,000 00		$100,000 00

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
2. What regnlations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?
3. What platform and coupler between passenger cars do you use?
4. What kind of brakes do you use on passenger trains?

UNITED STATES MAIL.

5. What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

EXPRESS COMPANIES.

6. What express companies run on your, road, andon what terms, and what conditions as to rates, use of track, machinery repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
10. Have you acquired any such additional rights or privileges under the laws, general or special of any other state, since your last report?
11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?
12. Do you, by purchase or ownership of capital stock, or in any other manner. control any other railroad corporation owning or having under its control a parallel or competing line?
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
14. What running arrangements have you wi h other railroad companies, setting forth the contracts for the same, made since the date of your last report?
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossings or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.
16. Have any swamp or other State lands been granted your company since the date of your last report? If so; how many acres?
17. Have any United States lands been granted to your company, directly or ndirectly, since the date of you last report? What number acres received by your company, directly or indirectly, since date of last report?
18. What number acres sold and conveyed since date of your last report?
19. Average price, per acre, realized?

20. To what corporations have you sold land? How much, and what price since the date of your last report?

21. Number of acres now held by company.

22. Average price asked for lands now held by company?

23. Value of donations of right of way or other real estate received since the date of your last report?

24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.

25. Total cash amount realized from such aid since date of your last report?

26. Amount of land sold, but not conveyed, under contracts now in force?

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

32. What is the aggregate snm of receipts on account of lands, from all sources whatever, up to the present time?

33. What is the amount now due the company on lands sold, or contracted to be sold?

34. Are there any terminal points or places, on your lines in, or out of, the State, to and from which the larger portion of the freight transported on you lines is carried? If so, name them.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

38. What is your present tariff per mile for passengers, both through and local?

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

41. Has your company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquars? *If so, what is it, and is it enforced?*

---

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of accidents.	Statement of each Accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.			
	Give name of person, date and place of accident.	Killed	Injured	Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
...	.....	....	....	....	....	....	....	....	....	....	....	....	....	.....	.....
...	.....	....	....	....	....	....	....	....	....	....	....	....	....	.....	.....
	Total	....	....	....	....	....	....	....	....	....	....	....	....	.....	.....

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No.

2. Of the above accidents those numbered as follows were caused by inattention of employes:
Total No.

3. Of the above accidents those numbered as follows were caused by collisions not properly coming under No. 2:
Total No.

4. Of the above accidents those numbered as follows were caused by explosions:
Total No.

5. Amount paid as damages caused by fire from locomotives.
Nothing.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	.....	.....
2. Horses	.....	.....
3. Mules	.....	.....
4. Sheep	.....	.....
5. Hogs	.....	.....
6. Total	None	.....

7. Amount claimed yet unsettled, or in litigation.

STATE OF WISCONSIN, }
County of Crawford. } ss.

I, James Lawler, Secretary and Treasurer, of the Prairie du Chien & McGregor Railway Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of October, A. D. 187.., to the best of my knowledge and belief. Signed,

[SEAL.] JAMES LAWLER.

Subscribed and sworn to before me, L. F. S. Viele, this fifteenth day of November, A. D. 1876.

[SEAL] L. F. S. VIELE,
Notary Public.

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating railroads, and their management in general, to the end of establishing and building up an era of harmony and good will between the Companies, who transport, and the people who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies and others, any suggestions, explanations or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB,
Commissioner.

NOTE.—See sections of law concerning report of railroads to Commissioner on page—— of this report.

REPORT

OF THE

SHEBOYGAN & FOND DU LAC RAILROAD COMPANY.

TO THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN,

For the Year ending September 30, 1876,

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, *October*, 1876.

To the ———— *Company:*

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

SHEBOYGAN & FOND DU LAC RAILROAD COMPANY,

For the Year ending 30th September.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Names.	Address.	Salaries.
D. L. Wells, President		
A. G. Ruggles, Vice President		
Edwin Slade, Secretary		
———, Solicitor		
A. G. Ruggles, Treasurer		
———, General Manager		
Geo. P. Lee, Superintendent		$2,500 00
———, Chief Engineer		
M. Ewen, General Ticket Agent		1,200 00
T. H. Malone, General Freight Agent		2,000 00
M. Ewen, Auditor		seeGen Ft Ag
	Total Salaries	5,700 00

1. General Office at Fond du Lac, Wisconsin.

Name of Directors.	Residence.
D. L. Wells	Milwaukee, Wis.
E. Mariner	do
Moses Taylor	New York.
R. G. Rolston	do.
James F. Joy	Detroit, Mich.
A. G. Ruggles	Fond du Lac, Wis.
Edwin Slade	Glenbulah, Wis.

.....
..... } *Executive Committee.*
.....

2. Date of annual election of directors.
Third Wednesday of January.
3. Name and address of person to whom correspondence, concerning this report, should be directed.
Geo. P. Lee, Superintendent, Fond du Lac, Wisconsin.

CAPITAL STOCK.

1. Capital stock authorized by charter	1,550,000 00
2. How many kinds of stock	.....
3. Amount of common stock	1,410,500 00
4. Amount of preferred stock	.....
5. Total capital stock	1,410,500 00

6. *Proportion of stock for Wisconsin.
All.
7. Rate of preference.
None.
8. How much *common* stock has been issued since June 30th, 1875?
$12,300.
9. For what purpose? and what was received therefor.
$10,000 to pay on old construction.
$2,300 to individuals for subscription.
10. How much *preferred* stock has been issued since June 30th, 1875.
None.
11. For what purpose? and what was received therefor?
No.

*NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character, should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all out standing classes of bonds, including amounts, dates of issue, interest, where and when payable:		
7 per cent. bonds, payable at Bank of North America, New York, June 1st, 1884	.....	$750,000 00
8 per cent. bonds, payable at Farmers' Loan and Trust Company, New York. Oct. 1st, 1896	.....	850,000 00
2. Amount of debt not secured by mortgage	.....	50,177 20
3. Total funded and unfunded debt	.....	1,650,177 20
4. Net cash realized from bonded debt, above described		
$722,000 eight per cent bonds sold at 80 per cent	.....	617,600 00
78,000 " " " hypothecated	.....	.....
750,000 seven " " issued at par for construction	.....	750,000 00
5. Proportion of debt, bonded and floating for Wisconsin. All.		

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way between June 30, 1875, and Sept. 30, 1876...	$773 36	.....
2. What for real estate, and for what purpose purchased?.....	.....	.....
3. What has been expended in construction between June 30, 1875, and Sept. 30, 1876?.....	9,131 24	.....
4. What for improvement?.....	.....	....
5. What for other items of expense, for construction and equipment?.....	400 00	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned. No.	.....	.....
7. Total expended between June 30, 1875, and September 30, 1876.....	10,304 60	.....
8. Total cost of entire line, as per last report.....	2,839,097 65	.....
9. Total cost of entire line to date.....	2,849,402 25	.. ..

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between June 30, 1875, and September 30, 1876.....	This taken as meaning new construction, of which we have none.	
2. How much for bridges.....		
3. How much for tunnels.....		
4. How much for iron bridges.....		
5. How much for wooden bridges		
6. How much for ties and tying.....		
7. How much for iron rail. No. miles. Lbs. weight per yard.....		
8. How much for steel rail. No. miles. Lbs. weight per yard.....		
9. How much for chains, spikes, fish-bar, etc.....		
10. How much for laying track		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule No. stations..		
12. How much for engine and car shops. No.....		
13. How much for machine shops. No		
14. How much for machinery and fixtures		
15. How much for engine houses. No		
16. How mush for car sheds. No.....		
17. How much for turn tables. No.....		
18. How much for track and other scales. No.....		
19. How much for wood sheds and water stations. No..		
20. How much for fencing. No. miles.....		
21. How much for elevators. No.....		
22. How much for locomotives and tenders. No. Av. wt. tons		
23. How much for snow plows, as per schedule. No. Av. wt. tons		
24. How much for wreckers. Av. wt tons		
25. How much for passenger cars, 1st class. No. Av. wt. tons		
26. How much for passenger cars, 2d class. No. Av. wt. tons		
27. How much for baggage cars, No. Av. wt. tons..		
28. How much for mail cars. No. Av. wt. tons.....		
29. How much for express cars. No. Av. wt. tons..		
30. How much for freight cars, closed. No. Av. wt. tons		
31. How much for platform cars. No. Av. wt. tons..		
32. How much for hand cars. No. Av. wt. tons....		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others		
34. How much for all other property not enumerated..		
35. Total amount expended between June 30, 1875, and September 30, 1876.....		

CHARACTERISTICS OF ROAD.

Length of road.	Miles.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line of road from Sheboygan to Princeton	79	79	40 to 50 lbs
2. Length of double track on main line	.....	.....	.....
* Branches—Name each.			
3. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
4. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
6. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
7. Total length of main line and branches	.....	.....	.....

*Note—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

8. Aggregate length of tracks operated by this company *computed as single track.*
9. Aggregate length of sidings and other track not above enumerated.
   Four miles.
10. Number of junction stations.
    Four. Ripon, Fond du Lac, Plymouth and Sheboygan.
11. What is the gauge of your lines?
    Four feet, 8½ inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of services.	Number of persons employed.	Average salary per annum.
1. Superintendents	1	$2,500 00
Clerks in all offices	11	644 00
Master and assistant mechanics	20	640 00
Conductors	3	800 00
Engineers and Firemen	10	775 00
Brakemen	6	525 00
Flagmen, switch-tenders, gate-keepers, and watchmen	4	360 00
Station agents	12	600 00
Section men	36	480 00
Laborers	11	396 00
Other empolyees	4	300 00

DOINGS OF THE YEAR IN TRANSPORTATION—Continued

MILEAGE AND TONNAGE.	MILES. Whole line.	In Wisconsin.
2. Number of miles run by passenger trains.	63,882	.....
3. Number of miles run by freight and mixed trains..	59,692	.....
4. Number of miles run by construction and other trains	29,289	.....
5. Total mileage	152,863	.....
6. Total number of passengers carried	45,558	.....
7. Total number tons freight carried one mile.....	3,142,160	.....
8. Total number passengers carried one mile	761,370	.....
9. Average distance traveled by each passenger.....	16⅔	.....

MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains	25
11. Schedule rates of same, including stops	18¾
12. The highest rate of speed allowed for mail and accommodation trains ...	15
13. Schedule of same including stops.....	11
14. The highest rate of speed allowed for freight trains	15
15. Schedule rate of same, including stops.	11
16. Amount of freight carried per car. 10 tons.	

TOTAL FREIGHT IN TONS.	Whole line.	In Wisconson.
Grain.....	24,552	.....
Flour.....	3,042	.....
Provisions.....	1,965	.....
Salt, cement, water lime and stucco	4,917	.....
Manufactures, including agricultural implements, furniture and wagons.....	3,013	.....
Live stock.....	705	.....
Lumber and forest products	15,718	.....
Iron, lead and mineral products.....	180	.....
Stone, brick, lime, sand, etc.....	6,773	.....
Coal	7.489	.....
Merchandise and other articles.....	10,200	.....
Total tons	78,554	.....

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passengers.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line	Wisconsin.
1875.								
October	.....	$3,377 62	.....	$13,097 23	.....	$445 67	.....	$16,920 52
November	.....	3,492 28	.....	7,762 80	.....	486 66	.....	11,741 74
December	.....	3,692 51	.....	6,058 64	.....	458 50	.....	10,209 65
1876.								
January	.....	3,257 65	.....	5,329 42	.....	523 05	.....	9,110 12
February	.....	2,662 75	.....	5,440 92	.....	511 87	.....	8,615 54
March	.....	3,148 50	.....	6,491 40	.....	508 57	.....	10,148 47
April	.....	3,288 56	.....	4,782 75	.....	631 33	.....	8,702 64
May	.....	2,850 53	.....	8,387 07	.....	872 96	.....	12,110 56
June	.....	2,930 71	.....	10,835 33	.....	549 07	.....	14,315 11
July	.....	4,333 64	.....	5,433 65	.....	381 86	.....	10,149 15
August	.....	3,805 35	.....	4,276 16	.....	690 25	.....	8,771 76
September	.....	3,632 70	.....	5,196 95	.....	388 65	.....	9,218 29
Total	.....	$40,742 80	.....	$83,092 31	.....	$6,448 44	.....	$130,013 55

1. Earnings per mile of road	$1,645 75
2. Earnings per mile of road on freight	1,051 80
3. Earnings per mile of road on passengers	512 31
4. Earnings per train-mile run, on freight	1 04
5. Earnings per train-mile run, on passengers	63⅓cts.
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight, as	40 to 83
7. Average gross earnings per mile (79 miles) of road, exclusive of sidings	1,645 75
8. Average net earnings per mile (79 miles) of road, exclusive of sidings	292 15/100
9. Average net earnings per train-mile	18⅓cts.

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

Payments for Current and Operating Expenses.	Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail	.....	$19,188 22
Repairs of bridges	.....	989 13
Repairs of fences	.....	1,297 93
New steel rail, valued only as iron rail*	.....	.....
Other expenses on way	.....	.....
2. Maintenance of buildings	.....	1,019 24
3. Maintenance of rolling stock:		
Locomotives	.....	5,619 92
Passenger, baggage, mail, and express cars. } Freight cars. }	.....	7,463 38
Shop tools and machinery		575 66
4. Conducting transportation and general expenses:		
Management and general office	.....	25,566 04
Foreign agency and advertising	.....	1,256 35
Agents and station service	.....	3,482 38
Conductors, baggage and brakemen	.....	5,339 84
Engineers, firemen and wipers	.....	6,697 03
Train and station supplies	.....	1,487 74
Fuel consumed	.....	10,476 86
Oil and waste	.....	640 79
Personal expenses and miscellaneous	.....	1,500 83
Expenses steamer Jno. Sherman, through line	.....	3,708 06
Damage to property	.....	474 00
Loss and damage to freight and baggage	.....	35 57
Miscellaneous expenses	.....	311 35
Other general operating expenses	.....	303 84
5. Current expenses:		
For taxes and interest	.....	7,115 19
For insurance	.....	1,795 00
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid	.....	.....
6. Total current operating expenses, being 82 7-13 per cent. of earnings	.....	107,744 35
7. Average operating expenses per mile of road, exclusive of sidings	.....	1,358 78
8. Average operating expenses per train-mile, including construction and other trains	.....	.702

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account and the excess carried to extraordinary expenses. (See next page.)

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
9. Excess of operating and current expenses over earnings	.....	$22,699 20
10. Cost of maintaining track and bridges per mile run	.....	.13 1-5
11. Cost of repairs of engines per mile run	.....	.03 2-3
12. Cost of engineers and firemen per mile run	.....	.04 7-15
13. Cost of oil and waste per mile run	.....	.004 1-5
14. Cost of fuel per mile run	.....	.06 13-15

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track	.....	.....
16. New rail on new track	.....	.....
17. New equipment	.....	$1,202 42
18. New bridges and culverts (not including replacements)	.....	.....
19. Real estate bought during the year	.....	.....
20. New tools and machinery	.....	1,401 79
21. New buildings	.....	683 32
22. Total paid for new investment on the length of the company's lines since date of last report	.....	.....
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly	.....	.....
Total new investment	.....	$3,287 53
24. For interest on bonds. No	.....	.....
25. Dividends—rate per cent.—on preferred stock. No	.....	.....
26. Dividends—rate per cent.— on common stock. No	.....	.....
Total payments in addition to operating expenses	.....	.....

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

No amount.

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

None paid.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

Assets.	*Dollars. Cts.*	*Liabilities.*	*Dollars. Cts.*
City and town aid bonds	$54,000 01	Capital stock	$1,279,300 00
Construction account	2,638,786 13	Subscription notes	4,557 10
Equipment account	209,842 76	First mortgage bonds	1,522,000 00
Old organization	4,609 09	Moses Taylor	64,656 95
Princeton, right of way	731 36	Income account	19,563 80
Stock of material	9,019 21	Sheboygan elevator contract	9,600 00
Fuel used	7,213 30	Delinquent pay rolls	6,722 98
Sheboygan elevator	15,500 00	Freight earnings	56,173 64
State tax, 1874	2,450 00	Passenger earnings	29,910 39
Bills receivable	3,070 05	Mail earnings	3,009 60
U. S. P. O. Department	678 02	Express earnings	376 07
Station agents	2,624 82	Material sold	1,062 89
Sundry accounts due company	1,039 55	Car service	73 13
General operating expenses	52,137 36	Unpaid voucher account	2,419 31
Extraordinary expenses	12,537 19	Bills payable	1,100 00
Cash on hand	5,307 91	September pay roll, (76)	5,203 83
		Sundry accounts company owe	13,817 17
Total	$3,019,546 86	Total	$3,019,546 86

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

Always to stop before crossing, within 400 feet, and if two trains, one on each road, arrive at crossing at about the same time, the one which coming to a full stop first, moves over the crossing at a rate of speed not exceeding 6 miles per hour. Such regulations, if properly observed, are sufficient.

2. What regulations govern your employes in regard to crossings of public high ways, and are these regulations found to be sufficient?

Blow whistle, one short blast, 80 rods from crossing, and ring bell until crossing is passed. This is sufficient.

3. What platform and coupler between passenger cars do you use?

Ordinary platform and link and pin coupler.

4. What kind of brakes do you use on passenger trains?

Ordinary hand brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

$4,012.50 per annum.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company, at so much per 100 lbs. of freight taken at the depot.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

No such companies on the road.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

No.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?

No.

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?

No.

11. Have you acquired any lines in or out of this State, by purchase, lease consolidation or otherwise, since your last report. If yes, give full particulas relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for such purchase, or lease, and whether made by consent of stockholders?

No.

12. Do you, by purchase or onership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

No.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having control of a parallel or competing line?

No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

No arrangements except the ordinary business with connecting lines.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are made, and the reason therefore?

Yes; connections are made with Express trains at Ripon and Fond du Lac.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so; how many acres?

No.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?

No.

18. What number acres sold and conveyed since date of your last report.

No.

19. Average price, per acre, realized?

No.

20. To what corporations have you sold land? How much, and what price since the date of your last report?

No.

21. Number of acres now held by Company?

No.

22. Average price asked for the land now held by company?

No.

23. Value of donations of right of way or other real estate received since date of your last report?

No.

24. Amount of city county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report.

No.

25. Total cash amount realized from such aid since date of your last report?

No.

26. Amount of land sold, but not conveyed, under contracts now in force?

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

30. Whole amount of cash received for stumpage, trespasses, &c., since date of last report?

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

33. What is the amount now due the Company on lands sold, or contracted to be sold?

34. Are there any terminal points or places, on your lines in, or out, of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Princeton & Sheboygan.

35. Have you made any advance in the rates of freight, from stations on your lines to such terminal points since the enactment of chapter 57, of the laws of 1876?

No.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

No.

—If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time,

and since the passnge of said chapter, on 1st, 2d, 3d, and 4th class of freight, and up on flour, grain, live stock, agricultural implements, salt, and coal.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

No.

38. What is your present tariff per mile for passengers, both through and local?

Through, two and one-half to three cents; local four cents.

39. What proportion of the passengers carried by you, in this State, purchase round trip tickets? And what proportion purchase 500-mile tickets?

Round-trip tickets not called for, and very few purchase 500 mile tickets.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule naming the stations and rates in force both at the time and since the passage of said chapter.

No.

41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors. *If so, what is it, and is it enforced?*

No.

---

* The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of accidents.	Statement of each accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.			
	Give name of person, date and place of accident.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
.....	.....,No.....	....		....	....	....	..	....	....	....	....	....	....	.....	.....
.....	.....	....	....	....	...	...	....	....	....	...	....	.. .	....	.....	.....

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYES.
Total No.
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2.
Total No.
4. Of the above accidents those numbered as follows were caused by explosions.
Total No.
5. Amount paid as damages caused by fire from locomotives.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle	5	.....
2. Horses	1	.....
3. Mules	.....	.....
4. Sheep	10	.....
5. Hogs	.....	.....
6. Total	16	$136 50

7. Amount claimed yet unsettled, or in litigation.
$90 00.

REMARKS.

STATE OF WISCONSIN, }
County of Fond du Lac. } ss.

George P. Lee, Superintendent of the Sheboygan & Fond du Lac Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1876. to the best of their knowledge and belief. Signed,

[SEAL] GEO. P. LEE,

Subscribed and sworn to before me, this nineteenth day of December, A. D. 1876.

CHAS. S. EYCLESHIMER,
[SEAL] *Notary Public, Wisconsin.*

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating railroads, and their management in general, to the end of establishing and building up an era of harmony and good will between the Companies, who transport, and the people who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request: and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies and others, any suggestions, explanations or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB,
Commissioner.

NOTE.—See sections of law concerning report of railroads to Commissioner on page—— of this report.

REPORT

OF THE

WESTERN UNION RAILROAD COMPANY.

TO THE

RAILROAD COMMISSIONER,

OF THE

STATE OF WISCONSIN,

For the year ending September 30, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, *October* 1876.

To the Western Union Railroad Company:

This blank is furnished you for the pnrpose of your entering therein the Annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 187 . Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

RFPORT

OF THE

WESTERN UNION RAIDROAD COMPANY,

For the year ending September 30, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Names.	Address.	Salaries.
Alex. Mitchell, President	Milwaukee, Wis.	$1,000 00
S. S. Merrill. Vice President	do	1,000 00
F. G. Ranney, Secretary and Treasurer	do	1,500 00
Fuller & Winslow, Solicitors	Racine, Wis.	3,000 00
———, Treasurer		
———, General Manager		
D. A. Olin, General Superintendent	Racine, Wis.	
———, Chief Engineer		
Fred. Wild, General Ticket Agent	Racine, Wis	2,500 00
Fred. Wild, General Freight Agent	do	
P. Tyrrell, Auditor	do	2,500 00
	Total Salaries	15,500 00

1. General Offices at Racine, Wis.

Names of Directors.	Residence.
Alex. Mitchell	Milwaukee, Wis.
S. S. Merrill	do
John W. Cary	dn
Hans Crocker	do
J. L. Mitchell	do
John Johnston	do
John Plankinton	do
W. S. Gurnee	New York
H. T. Fuller	Racine, Wis.
Wm. Shannon	Shannon, Ill.
D. W. Dame	Lanark, Ill.
H. A. Mills	Mt. Carroll, Ill.
E. P. Barton	Freeport, Ill.

None } *Executive Committee.*

2. Date of annual election of directors.
Second Wednesday in October.

3. Name and address of person to whom correspondence, concerning this report should be directed.
P. Tyrrell, Racine, Wis.

CAPITAL STOCK.

1. Capital stock authorized by purchase	$4,000,000 00
2. How many kinds of stock?	One
3. Amount of common stock	4,000,000 00
4. Amount of preferred stock	.....
5. Total capital stock	$4,000,000000
6. *Proportion of stock for Wisconsin	$1,601,881 00

*NOTE—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

7. Rate of Preference.
8. How much common stock has been issued since June 30, 1875.
None.
9. For what purpose? and what was received therefor.
10. How much preferred stock has been issued since June 30, 1875?
None.
11. For what purpose? and what was received therefor?

FUNED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severall all outstanding classes of bonds, including amounts, date of issue, intesest, where and when payable: First mortgage due Feb. 1, 1896, Interest 7 per cent.; payable in New York semi annually, February 1st and August 1st	$3,500 000	.....
2. Amount of debt not secured by mortgage	386,117	.....
3. Total funded and unfunded debt	3,886,117	.....
4. Net cash realized from donded debt, above described	.....	.....
5. Proportion of debt, bonded and floating for Wisconsin	1,556,273	.....

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876	$3,025	.....
2. What for real estate, and for what purpose purchased	.....	.....
3. What has been expended in constructon between June 30, 1875, and Sept. 30, 1876	.....	.....
4. What for improvement	.....	.....
5. What for other items of expense, for equipment	50,500	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	.....	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876	53,525	.....
8. Total cost of entire line, as per last report	7,982,543	.....
9. Total cost of entire line to date	8,036 068	.....

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between June 30, 1875, and Sept. 30, 1876.....	See preceding page.	.....
2. How much for bridges....		.....
3. How much for tunnels. Nothing..		.....
4. How much for iron bridges		.....
5. How much for wooden bridges		.....
6. How much for ties and tying		.....
7. How much for iron rail . .No. miles Lbs. wt. per yard...		.....
8. How much for steel rail...No. miles..Lbs. wt. per yard None.....		.....
9. How much for chairs, spikes, fish-bar, etc.....		.....
10. How much for laying track		.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule..No. stations		
12. How much for engine and car shops...No.....		.....
13. How much for machine shops..No.....		.....
14. How much for machinery and fixtures..		.....
15. How much for engine houses..No,.....		.....
16. How much for car sheds..No..... ..		.....
17. How much for turn tables..No.....		.....
18. How much for track and other scales..No.....		.....
19. How much for wood sheds and water stations..No.		....
20. How much for fencing..No. miles.....		.....
21. How much for elevators..No.....		.....
22. How much for locomotives and tenders, No.. Av. wt. tons 10..		.....
23. How much for snow plows, as per schedule, No. Av. wt. tons		.....
24. How much for wreckers, No. Av. wt. tons.....		.....
25. How much for passenger cars, 1st class, No. Av. wt. tons		.....
26. How much for passenger cars, 2d class, No. Av. wt. tons..		.....
27. How much for baggage cars, No. Av. wt. tons		.....
28. How much for mail cars, No. Av. wt. tons.....		.....
29. How much for express cars, No. Av. wt. tons....		....
30. How much for freight cars, closed, No.. Av. wt. tons.		.....
31. How much for platform cars, No. Av. wt. tons ...		.....
32. How much for hand cars, No. Av. wt. tons.		.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....		.....
34. How much for all other property not enumerated..		.....
35. Total amount expended between June 30, 1875, and Sept. 30, 1876.....		.....

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line of road from Racine, Wis., to Rock Island Junction, Ill.	192.00	68.70	56
2. Length of double track on main line	.....	.....	.....
* BRANCHES—Name each.			
3. Length of branch From Elkhorn to Eagle, Wis. Length of double track on branch	16.50	16.50	56
4. Length of branch From Watertown to Hampton Coal Mine. Length of double track on branch	4.25	.....	56
5. Length of branch From to Length of double track on branch	.....	.....	.....
6. Length of branch From to Length of double track on branch	.....	.....	.....
7. Total length of main line and branches	212.75	85.20	.....

* NOTE.—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

8. Aggregate length of tracks operated by this company *computed as single track* 212.75 miles.
9. Aggregate length of sidings and other track not above enumerated, 26.18 miles.
10. Number of junction stations, 9.
11. What is the gauge of your lines? Four feet eight and one-half inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents	1	$1,380 00
Clerks in all offices	41	655 00
Master and assistant mechanics	4	1,396 00
Conductors	24	883 00
Engineers	29	1,077 00
Brakemen	50	558 00
Flagmen, switch-tenders, gate-keepers and watchmen	21	456 00
Station agents	44	688 00
Section men	230	400 00
Laborers	50	470 00
Other employes	200	600 00
	694	$388,972 49

DOINGS OF THE YEAR IN TRANSPORTATION—Continued.

MILEAGE AND TONNAGE.	MILES. Whole line.	In Wisconsin.
2. Number of miles run by passenger trains	282,957	.....
3. Number of miles run by freight and mixed trains	455,482	.....
4. Number of miles run by construction and other trains	19,905	.....
5. Total mileage	758,344	.....
6. Total number of passengers carried	253,447	.....
7. Total number tons freight carried one mile	47,792,319	.....
8. Total number passengers carried one mile	6,433,819	.....
9. Average distance traveled by each passenger	25.39 miles.	.....

MILES PER HOUR.	
10. The highest rate of speed allowed for express passenger trains	25
11. Schedule rate of same, including stops	26
12. The highest rate of speed allowed for mail and accommodation trains	25
13. Schedule of same, including stops	20
14. The highest rate of speed allowed for freight trains	15
15. Schedule rates of same, including stops	10
16. Amount of freight carried per car.	.....

17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisconsin.
Grain	156,284	.....
Flour	3,946	.....
Provisions	5,641	.....
Salt, cement, water lime and stucco	2,767	.....
Manufactures, including agricultural implements, furniture and wagons	15,349	.....
Live stock	20,558	.....
Lumber and forest products	80,026	.....
Iron, lead and mineral products	5,903	.....
Stone, brick, lime, sand, etc.	13,565	.....
Coal	85,919	.....
Merchandise and other articles	66,897	.....
Total tons	456,855	.....

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 187...*

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passenger.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.		Whole line.		Whole line.		Whole line.	
1875.								
October	.....	$19,303 83	.....	$101,793 70	.....	$4,500 57	.....	$125,598 10
ovember	.....	17,527 96	.....	96,326 77	.....	4,727 61	.....	117,582 34
December	.....	17,724 27	.....	87,366 82	.....	4,281 60	.....	109,372 69
1876.								
January	.....	16,629 70	.....	58,069 64	.....	3,297 91	.....	77,997 25
February	.....	16,736 71	.....	60,698 36	.....	3,474 93	.....	80,910 00
March	.....	20,959 04	.....	68,282 16	.....	3,867 17	.....	93,108 37
April	.....	18,307 49	.....	48,291 79	.....	3,538 54	.....	70,137 82
May	.....	17,563 04	.....	59 531 76	.....	3,862 85	.....	80,957 65
June	.....	19,319 26	.....	80,631 50	.....	3,341 37	.....	104,292 13
July	.....	20,050 69	.....	56,888 80	.....	3,629 82	.....	80,569 31
August	.....	20,521 90	.....	54,529 95	.....	3,706 33	.....	78,758 18
September	.....	22,360 21	.....	65,727 28	.....	3,882 72	.....	91,970 21
Total	.....	$227,004 10	.....	$838,138 53	.....	$46,111 42	.....	$1,111,254 05

*The road was finished from Lone Rock to Richland Center and commenced being operated August 10, 1876, and the total earnings to September, 30, 1876 are $1,421.00

1. Earnings per mile of road	$5,223 29
2. Earnings per mile of road on freight	3,939 55
3, Earnings per mile on passengers	1,067 00
4. Earnings per train-mile run, on freight	1 84
5. Earninge per train-mile run on passengers	80
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?	1 to $3\frac{69}{100}$
7. Average gross earnings per mile [212.75 miles] of road, exclusive of sidings	5,223 29
8. Average net earnings per mile [212.75 miles] of road, exclusive of sidings	1,283 77
9. Average net earnings per train-mile	$36\frac{02}{100}$

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

Payments for Current and Operating Expenses.*		Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:			
Repairs of track, including new and re-rolled ironrail in place of old iron rail	$236,680 20		
Repairs of bridges	30,659 08		
Repairs of fences	3,855 32	271,194 60	
New steel rail valued only as iron rail. (No steel rail.)			
Other expenses on way			
2. Maintenance of buildnigs		14,328 73	
3. Maitenance of rolling-stock:			
Locomotives	61,667 18		
Passenger, baggage, matl, and express cars		134,217 83	
Freight cars	65,722 41		
Shop tools and machinery	6,828 24		
4. Conducting transportation, and general expenses:			
Management and general office	25,765 35		
Foreign agency and advertising	3,598 55		
Agents and station service	64,113 51		
Conduct's, baggage and brakemen	54,533 07		
Engineers, firemen and wipers	63,631 78		
Train and station supplies	14,855 70		
Fuel consumed	68,953 51		
Oil and waste	10,429 63	344,240 29	
Personal injuries	2,194 19		
Miscellaneous expenses	2,185 39		
Damage to property	711 44		
Loss & damage to freight & bag.	1,288 78		
Legal expenses	4,235 11		
Savanna transfer	14,215 92		
Car Service	13,528 46		
5. Current expenses:			
For taxes	30,312 28		
For insurance	3,621 81		
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid		74,151 29	
C., R. I. & Pacific	$15,000 00		
C., M. & St. Paul	25,217 20		
	44,217 20		
6. Total current operating expenses, being ....per cent. of earnings		$838,132 74	

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

EXPENSES—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
7. Average operating expenses per mile of road, exclusive of sidings	3,939 52	$
8. Average operating expenses per train-mile	1 11	
9. Excess of earnings over operating and current expenses	273,121 31	
10. Cost of maintaining track and bridges per mile run	35 $\frac{25}{100}$	
11. Cost of repairs of engines per mile run	08 $\frac{13}{100}$	
12. Cost of engineers and firemen per mile run	08 $\frac{39}{100}$	
13. Cost of oil and waste per mile run	01 $\frac{38}{100}$	
14. Cost of fuel per mile run	09 $\frac{09}{100}$	

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track		
16. New rail on new track		
17. New equipment	$50,500 00	
18. New bridges and culverts (not including replacements)		
19. Real estate bought during the year	3,025 00	
20. New tools and machinery		
21. New buildings		
22. Total paid for new investment on the length of the company's lines since date of last report		
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly		
23½ paid for interest and exchange	4,834 68	
23¾ paid guarantee to Racine elevator	23,980 17	
Total new investment	$ 245,910 00	
24. For interest on bonds		
25. Dividends—rate per cent.—on preferred stock		
No Dividend.		
26. Dividends—rate per cent.—on common stock		
Total payments in addition to expenses	328,249 85	

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

None.

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

No Dividend.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Cost of road	$7,000,000 00	First Mortgage Bonds	$3,500,000 00
Construction and equipment	1,036,068 96	Common stock	4,000,000 00
Materials and fuel on hand	60,146 15	Due railroad and other companies	267,527 76
Due from railroad and other companies	4,012 62	Bills payable	19,647 34
United States Government Post-office Department	3,787 95	Unpaid vouchers and pay-rolls	98,942 84
Station agents	4,950,09	Balance to income account	222,847 83
	$8,108,965 77		$8,108,965 77

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

All trains come to a full stop before crossing other Railroads, and four hundred feet from the same. This regulation is found sufficient.

2. What regulations govern your employes in regard to crossings of public highways. And are these regulations found to be sufficient.

Our Time Table rules require the engine bell to be rung and whistle sounded before crossing public highways, and we find them sufficient for the purpose.

3. What platform and coupler between passenger cars do you use.

The "Miller" platform and coupler.

4. What kind of brakes do you use on passenger trains.

Hand brakes.

UNITED STATES MAIL.

5. What is the compensation paid you by the United States Gouernment for the transportation of its mails, and on what terms of service.

$15,152, per annum for two trains each way daily.

EXPRESS COMPANIES.

6. What express eompanies run on your road, and on what terms, and what conditions as to rates, use of track, machsnery, repairs of cars, etc,; what kind of business is done by them, ane do you take their freights at the depot, or at the office of such express companies.

American M. U. Express Co.; terms $1,000 per month one trip each way daily, allowed to carry three tons each way; all excess over three tons to be paid for at double first class rates. Freight received at our depots and transported in express cars on passenger trains.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular.

None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they owned, and what charges are made in addition to the regular passenger rates.

Sleeping cars belong to the company. Fare $1.50 and $1.00 according to distance.

ADDITIONAL QUESTIONS.

9. Have you required any additional charter rights or privileges under the special or general laws of this State, directly or indirectly, since your last report.

None.

10. Have you acquired any such addltional rights or privileges under the laws, general or special, of any other State, slnce your last report.

None.

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

None.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

None.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

None.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

We make connections at our junctions with other roads as close as time table arrangements will permit. All connections are liable to be affected by change of time.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?

No lands.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly, or indirectly, since date of last report?

18. What number acres sold and conveyed since date of your last report?

19. Average price, per acre, realized?

20. To what corporations have you sold land? How much, and what price since the date of your last report?

21. Number of acres now held by Company?

22. Average price asked for lands now held by Company?

23. Value of donations of right of way or other real estate received since the date of your last report?

24. Amount of city, county and town aid granted to Company in exchange for stock or otherwise? Specify particulars since date of last report.

25. Total cash amount realized from such aid since date of your last report?

26. Amount of land sold, but not conveyed, under contracts now in force?

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

30. Whole amount of cash received for stumpage, tresspasses, etc., since date of last report?

31. What have been your total receipts from lands sold, and contracted to be sold since the date of last report?

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

33. What is the amount now due the Company on lands sold, or contracted to be sold?

34. Are there any terminal points or places, on your lines in, or out, of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Milwaukee, Wis. Racine, Wis. Rock Island, Ills.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

No.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal?

See tariffs on file in Commissioner's office.

37. *Have you made such advance or reduction on your rates of freight be-

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

tween other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

See tariffs.

38. What is your present tariff per mile for passengers, both through and local?

Local and through, four cents. Round trip , three cents.

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?

About one-fourth purchase round trip, and one in every four hundred purchase 500-mile tickets.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

No advance.

41. Has your Company any rule governing your conductors, engineers and train men concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

Our rules provide for the discharge of any employe using intoxicating liquors to excess.

ACCIDENTS.

Number of Accidents	Statement of Each Accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution,			
	Give name of person, date and place of accident	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	Anton Ralle, Racine, October 2,1875	..	....	....	....	....	....	....	..	....	....	1	....	$3,000	$1,700
2	R. Fitzgerald, Dakotah, October 29, 1875	....	....	....	....	....	1	....	....	....	....	....	....	.....	.....
3	John Carrigan, Mt. Carroll, October 29, 1875	....	..	..	....	....	1	....	....	....	....	....	....	.....	.....
4	—— Howland, Freeport, January 20, 1876	....	....	....	..	....	....	....	....	....	....	....	1	.....	.....
5	—— Flint, Beloit, February 19, 1876	....	....	....	....	....	....	....	....	....	....	....	1	.....	.....
6	Jas. Campbell, Albany, February 29, 1876	....	....	....	....	....	1	..	....	....	....	....	....	.....	.....
7	J. B. Herdman, Rock Island, April 7, 1876	..	....	....	....	....	....	....	....	....	....	1	....	.....	.....
8	Smith King, Mt. Carroll, May 16, 1876	....	....	....	.	....	....	1	....	....	....	....	....	.....	.....
9	Annie Colvert, Rapids City, June 23, 1876	....	....	....	....	....	....	....	....	....	....	1	....	.....	.....
10	John Coulter, Wst'n Un'n Junct'n, July 13, 1876	....	....	....	..	....	....	....	1	....	....	....	....	.....	.....
11	J. Aldenderfer, Dakotah, July 25, 1876	....	....	..	....	....	....	1	....	....	....	....	....	.....	.....
12	Henry Monahan, Moline, September 21, 1876	....	....	....	1	....	....	....	....	....	....	....		.....	.....
	Total	....	....	....	1	....	3	2	1	....	....	3	2	$3,000	$1,700

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No., None.
2. Of the above accidents those numbered as follows were caused by inattention of employes
Total No., None.
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2.
Notal No., None.
4. Of the above accidents those numbered as follows were caused by explosions.
Total No., None.
5. Amount paid as damages caused by fire from locomotives.
$95.00.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle	11	$239 69
2. Horses	3	150 00
3. Mules	.....	.....
4. Sheep	18	57 75
5. Hogs	3	34 00
6. Total	35	$481 44

7. Amount claimed yet unsettled, or in litigation.
$722.00.

STATE OF WISCONSIN, } ss.
County of Racine. }

D. A. Olin, General Superintendent, and P. Tyrrell, Chief Clerk of the Western Union Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepored by the proper officers and Agents of this Company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of October, 1876, to the best of their knowledge and belief. Signed,

D. A. OLIN,
General Superintendent.

[SEAL] P. TYRRELL,
Chief Clerk.

Subscribed and sworn to before me, a notary public, this seventeenth day of November, A. D. 1876.

HENRY T. FULLER,
Notary Public.

[SEAL]

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating railroads, and their management in general, to the end of establishing and building up an era of harmony and good will between the Companies, who transport, and the people who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies and others, any suggestions, explanations or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB,
Commissioner.

NOTE.—See sections of law concerning report of railroads to Commissioner on page—— of this report.

REPORT

OF THE

PHILLIPS & COLBY CONSTRUCTION COMPANY,

(Operating the Wisconsin Central Railroad.)

TO THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN,

For the Year ending September 30, 1876,

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ———, 187 .

To the ——— *Company:*

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

PHILLIPS & COLBY CONSTRUCTION COMPANY,

(Operating the Wisconsin Central Railroad.)

For the Year ending September 30, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Names.	Address.	Salaries.
E. B. Phillips, President	Milwaukee, Wis.	$
Henry Pratt, Secretary	do	
L. S. Dixon, Solicitor	do	
Chas L. Colby, Treasurer	do	
E. B. Phillips, General manager	do	
E. Bacon, Superintendent	do	
Henry Pratt, General Ticket Agent	do	
M. H. Riddell, Act'g General Freight Agent	do	
Henry Pratt, Auditor	do	
Total salaries		

1. General Offices at Milwaukee, Wis., and Boston, Mass.

Names of Directors.	Residence.
E. B. Phillips	Milwaukee, Wis.
Chas. L. Colby	Milwaukee, Wis.
Henry Pratt	Milwaukee, Wis.

None. } Executive Com.

2. Date of aunual election of directors.
First Tuesday in March.

3. Name and address of persons to whom correspondence, concerning this report should be directed.
E. B. Phillips, Millwaukee.

CAPITAL STOCK.

1. Capital stock authorized by charter.
   $200,000.00.
2. How many kinds of stock?
   One.
3. Amount of common stock.
   $200,000.00.
4. Amount of preferred stock.
   None.
5. Total capital stock.
   $200,000.00.
6. *Proportion of stock for Wisconsin.
   All.
7. Rate of preference.
8. How much *common* stock has been issued since June 30, 1875?
   None.
9. For what purpose, and what was received therefor?
10. How much *preferred* stock has been issued since June 30, 1875?
    None.
11. For what purpose, and what was received therefor?

*NOTE—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis please state the reason therefor.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin
1. Describe severally all outstanding classes of bonds including amounts, dates of issue, interest, where and when payable		
2. Amount of debt not secured by mortgage		
3. Total funded and unfunded debt		
4. Net cash realized from bonded debt, above described		
5. Proportion of debt, bonded and floating for Wisconsin		

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
	All for Wisconsin.	
1. What amount has been expended for right of way between June 30, 1875, and Sept. 30, 1875...	$9,254 02	.....
2. What for real estate, and for what purpose purchased.....		
3. What has been expended in construction between June 30, 1875, and Sept. 30, 1876.....	1,736,137 99	.....
4. What for improvement.....	.....	.....
5. What for other items of expense, for construction and equipment.....	.....	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	.....	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876.....	$1,745,392 01	.....
8. Total cost of entire line line and equipment, as per last report.....	$7,091,163 80	.....
9. Total cost of entire line to date.....	8,836,555 81	.....

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE IS $87,500 00.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between June 30, 1875, and September 30, 1876.	$379,808 49	.....
2. How much for bridges	153,131 42	.....
3. Clearing and grubbing	61,293 86	.....
4. Ballast	26,061 86	.....
5. Docks	6,917 54	.....
6. How much for ties	87,392 57	.....
7. How much for iron rail. No. miles, lbs. wt. per yard	729,925 04	.....
8. No. miles. Lbs. wt. per yard		
9. How much for chairs, spikes, fish-bar, etc.	.....	.....
10. How much for laying track	28,513 39	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule No. stations	36,580 49	.....
12. How much for engine and car shops. No.		
13. How much for machine shops. No.		
14. How much for machinery and fixtures	20,446 23	.....
15. How much for engine houses. No.	.....	.....
19. Salaries, rents, etc., account; construction.	74,149 34	.....
17. Engineering. No.	44,696 52	.....
18. Outfit, (track, stations and trains.) No.	3,692 56	.....
19. How much for wood sheds and water stations. No.	9,514 90	.....
20. How much for fencing. No. miles	15,213 66	.....
21. Telegraph. No.	3,073 57	.....
22. How much for locomotives and tenders. No. Av. wt. tons		
23. How much for snow plows, as per schedule. No. Av. wt. tons		
24. How much for wreckers. No. Av. wt. tons		
25. How much for passenger cars, 1st class. No. Av wt. tons		
26. How much for passenger cars, 2d class. No. Av. wt. tons		
27. How much for baggage cars. No. Av. wt. tons		
28. How much for mail cars. No. Av. wt. tons.	55,726 55	.....
29. How much for express cars. No. Av. wt. tons		
30. How much for freight cars, closed. No. Av. wt tons		
31. How much for platform cars. No. Av. wt. tons		
32. How much for hand cars. No. Av. wt. tons.		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others		
34. How much for all other property not enumerated	.....	.....
35. Total amount expended between June 30, 1875, and September 30, 1876	$1,736,137 99	.....

Interest is charged in this account, as there is no income from the property. This will make up part of the cost when the road is completed and turned over to the railroad company.

CHARACTERISTICS OF ROAD.

Length of Road.	Miles. All in Wisconsin. Entire Length.	Length in Wisconsin	Weight of rail per yard.
1. Length of main line from Menasha to Sailor Creek	184		57 and 54
2. Length of main line Ashland to Penokee (isolated and not earning revenue)	29		57
*Branches—Name each.			
3. Length of branch			
From Stevens Point to Corning, length of branch	65		54
4. Length of branch			
From to length of double track on branch			
5. Milwaukee & Northern Railway, length of line leased	129		56
From to length of double track on branch			
6. Length of branch			
From to length of double track on branch			
Total length of main lines and branches	407		

* Note.—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

8. Aggregate length of tracks operated by this company *computed as single track.* earning revenne ..... 355 miles.
9. Aggregate length of sidings and other track not above enumerated ..... 23½ miles.
10. Number of junction stations 7
11. What is the gauge of your lines? ..... 4 ft., 8½ inches

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons employed.	Average salary per annum.
	In	September.
1 Division and assistant superintendents	...	.....
Clerks in all offices	25	765 60
Master and assistant mechanics	81	686 88
Conductors	23	824 40
Engineers	23	981 36
Brakemen	47	540 00
Flagmen, switch-tenders, gate-keepers and watchmen	17	445 08
Station agents	56	486 96
Section men	252	427 00
Laborers	27	557 52
Other employes	63	576 72
	614	6,291 52

Milage and tonnage.	MILES. All in Wisconsin.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains	.....	276,884
3. Number of miles run by freight and mixed trains	.....	360,072
4. Number of miles run by construction and other trains	.....	44,759
5. Total mileage	.....	681,715
6. Total number of passengers carried	.....	167,135
7. Total number of freight carried one mile	.....	21,647,693 $\frac{846}{1000}$
8. Total number of passengers carried one mile	.....	5,960,952
9. Average distance traveled by each passenger	.....	35 $\frac{665}{1000}$

Miles per hour.	
10. The highest rate of speed allowed for express passenger trains	25
11. Schedule rates of same, including stops	22
12. The highest rate of speed allowed for mail and accommodation trains	25
13. Schedule of same, including stops	22
14. The highest rate of speed allowed freight trains	12
15. Schedule of same, including stops	9
16. Amout of freight carried per car, average	7 tons

Total freight in tons.	Whole line.	In Wisconsin.
17.		
Grain	29,776.5	.....
Flour	10,384.4	.....
Mill feed	4.595.25	.....
Provisions	2,236.5	.....
Potatoes	924	.....
Salt, cement, water lime and stucco	2,023.4	.....
Manufactures, including agricultural implements, furniture and wagons	5,611.5	.....
Hay	2,411	.....
Live stock	3,143	.....
Lumber and forest products	120,321	.....
Iron, lead and mineral products	3,951	.....
Stone, brick, lime, sand, etc	2,830	.....
Coal	4,767.5	.....
Merchandise and other articles	22,488.5	.....
Total tons	215,463.55	.....

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHTS.		MAILS, EXPRESS AND ALL OTHER SOURCES.		TOTALS.	
	Whole line,	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1875.								
October.....	17,432 00	.....	46,293 52	.....	3,040 90	.....	66,766 42	.....
November ..	18,620 18	.....	43,640 88	.....	2,897 48	.....	65,158 54	.....
December...	16,804 03	.....	34,943 28	.....	2,682 36	.....	54,429 67	.....
1876.								
January	13,666 04	.....	35,691 22	.....	2,228 70	.....	51,585 96	.....
February ...	13,261 48	.....	43,819 95	.....	2,363 24	.....	59,444 67	.....
March.....	17,252 82	.....	45,440 09	.....	2,429 25	.....	65,122 16	.....
April.....	21,232 28	.....	45,161 20	.....	2,753 98	.....	69,147 46	.....
May.....	17,961 59	.....	40,605 68	.....	2,627 63	.....	61,194 90	.....
June.....	18,701 89	.....	36,099 46	.....	3,185 87	.....	57,987 22	.....
July	17,919 57	.....	30,095 42	.....	2,442 94	.....	50,457 93	.....
August	16,858 51	.....	31,177 06	.....	2,454 38	.....	50,489 95	.....
September ..	18,629 99	.....	37,072 95	.....	2,447 87	.....	58,150 81	.....
Totals...	$208,340 38	.....	$470,040 71	.....	31,554 60	.....	709,935 69	.....

1. Earnings per mile of road (355 miles)..... $1,999 80
2. Earnings per mile of road on freight, (355 miles)..... 1,324 05
3. Earnings per mile on passengers, (355 miles)..... 586 87
4. Earnings per train-mile run, on freight, (360.072 miles)... .... 1 $\frac{405}{1000}$
5. Earnings per-train mile run, on passengers, (276.884 miles)..... 752
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? as..... 1 to 2 $\frac{256}{1000}$
7. Average gross earnings per mile [355 miles] of road, exclusive of sidings..... 1,999 80
8. Average net earnings per mile [355 miles] of road, exclusive of sidings..... 828 99
9. Average net earnings per train mile, (636.956 miles)..... .462

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 187 .

PAYMENTS FOR CURRENT AND OPERATING EXPENSES		Belonging to Whole Line.	Belonging to Wisconsin.
1. Maintenance of way:—			
Repairs of track, including new and rerolled iron rail in place old iron rail...	$79,950 18	....	
Repairs of bridges.....	1,997 51	.....	
Repairs of fences.....	964 14	$82,911 83	
New steel rail, valued only as iron rail*.....		.....	
Other expenses on way.....		.....	
2. Maintenance of buildings.....		3,098 67	
3. Maintenance of rolling stock:			
Locomotives.....	22,407 42	.....	
Passenger, baggage, mail and express cars.....	21,447 80	....	
Freight cars.....	17,793 89	....	
Shop tools and machinery....	1,270 47	62,919 58	
4. Conducting transportation, and general expenses:—			
Management and general office	45,275 01	.....	
Foreign agency and advertising	3,302 55	.....	
Agents and station service....	48,902 92	.....	
Conductors, baggage and brakemen, watchmen, laborers, etc	37,491 09	.....	
Engineers, firemen and wipers	48,788 61	.....	
Train and station supplies....	8,135 36	.....	
Fuel consumed	51,098 11	.....	
Oil and waste.....	6,848 64	.....	
Personal expenses		.....	
Damage to persons..	1,346 42	.....	
Damage to property by fire and cattle killed.....	2,527 34	.....	
Loss and damage to freight and baggage	573 49	.....	
Legal expenses.....	535 10	.....	
Other general operating expenses, as per items below engine and car service, etc....	8,447 24	263,271 88	
5. Current expenses:—			
For taxes.....	35 06	....	
For insurance, fire	3,407 14	3,442 20	
		415,644 16	.....

*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

Expenses, etc.—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to Whole Line.	Belonging to Wisconsin.
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid Milwaukee & Northern and Milwaukee & St. Paul..... ...	167,404 87	.....
6. Total current operating expenses, being 58 $\frac{55}{100}$ per cent. of earnings.....	583,049 03	.....
7. Average operating expenses per mile of road, exclusive of sidings (355 miles).....	$1,170.83	.....
8. Average operating expenses per train mile, (681.715 miles.).....	.652	.....
9. Excess of earnings over operating and current expenses, (681.716 miles	294,291.53	.....
10. Cost of maintaining track and bridges per mile run (681.715 miles....	.122	.....
11. Cost of repairs of engines per mile run, (681.715 miles.....	.033	.....
12. Cost of engineers, wipers and firemen per mile run (681.715 miles).....	.071	.....
13. Cost of oil and waste per mile run, (681.715 miles)	.01	.....
14. Cost of fuel per mile run, 681.715 miles).....	.075	.....

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES. Already stated in construction.	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron railroad track		
16. New rail on new track		
17. New equipment		
18. New bridges and culverts (not including replacements)		
19. Real estate bought during the year		
20. New tools and machinery		
21. New buildings		
22. Total paid for new investment on the length of the company's lines since date of last report		
23. Amount paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly		
Total new investment		
24. For interest on bonds		
25. Dividends—rate per cent.—on preferred stock		
26. Dividends—rate per cent.—on common stock		

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

29. How was the amount of dividends paid the past year—cash, stock or otherwise? Specify amounts and manner of payment.

None.

GENERAL BATANCE SHEET, 1st OF OCTOBER, 1876.

Assets.	Amount.	Liabilities.	Amount.

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

All trains stop before reaching crossings, and proceed only when way is known to be clear. This rule has been found sufficient.

2 What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?

Bell is rung at all crossings.

3. What platform and coupler between passenger cars do you use?

Miller.

4. What kind of brakes do you use on passenger trains?

Hand brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service.

Compensation varies by reason of change in conditions, consequent on extension of track, etc. Average about $1,400 per month.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company. Take miscellaneous business. Pay by the weight from once to once and a half first class rates. Freight taken at stations.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freights given any preference in speed or order of transportation, and if so, in what particular?

None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Sleeping cars owned by this company. $1.50 charged for double berth from Chicago or Milwaukee to either Green Bay or Stevens Point.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?

No.

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?

No.

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

No; except constructions by this company of the Southern Division, and extension of Northern Division.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

No.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

No change since last report.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

We make connections with other roads at their crossings to the best of our ability.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so; how many acres?

None. The land reports herewith we make for the Wisconsin Central railroad company, although not properly within our province.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?

None.

18. What number acres sold and conveyed since date of your last report?

1,455 acres. Town lots conveyed, 101=17½ acres.

19. Average price, per acre, realized?

$4.04. Average of lots per acre, $149.00.

20. To what corporations have you sold land? How much, and what price since the date of your last report?

To none.

21. Number of acres now held by Company?

395,263 acres.

22. Average price asked for lands now held by Company?

Price list not made, best farming lands..... $5.00 per acre.
Some lands we would sell at.. .50 do
Should think fair average.... 2.00 do

23. Value of donations of right of way or other real estate received since the date of your last report?

Estimated $2,000.

24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?

Portage City..	$15,000
Packwaukee..	6,000
Westfield.....	6,000
	$27,000

25. Total cash amount realized from such aid since date of your last report?

$38,330. Part of this is from sale of subsidy bonds voted prior to date of last report.

26. Amount of land sold, but not conveyed, under contracts now in force?

6,773 acres.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

$2,851.57.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

$9,980.52.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

Nothing.

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?

$35,949.96.

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

$15,634.20.

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

$89,633.12.

33 What is the amount now due the Company on lands sold, or contracted to be sold?

$22,616.45.

34. Are there any terminal points or places, on your lines in, or out of, this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

A larger part of our business has come to and passed through Milwaukee than any other station.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

There have been slight changes in tariffs, but the result shows a reduction in prices. The average rate is less than shown by returns of 1875, by thirty-nine one hundredths cents per ton per mile.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

See 35.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

See 35.

38. What is your present tariff per mile for passengers, both through and local?

Three to four cents.

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? 45 per cent. And what proportion purchase 500-mile tickets?

1 in 900.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

See 35.

41. Has your company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquars? *If so, what is it, and is it enforced?*

Extract from rule 24.—The use of *intoxicating liquor* as a beverage will be considered just cause of dismissal from the service of the company.

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*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of accident.	Statememt of each Accident. Give name of person, date and place of accident.	Passengers. From causes beyond their control. Killed	Passengers. From causes beyond their control. Injured.	Passengers. By their own misconduct or want of caution. Killed.	Passengers. By their own misconduct or want of caution. Injured.	Employes. From causes beyond their control. Killed.	Employes. From causes beyond their control. Injured.	Employes. By their own misconduct or want of caution. Killed.	Employes. By their own misconduct or want of caution. Injured.	Others. From causes beyond their control. Killed.	Others. From causes beyond their control. Injured.	Others. By their own misconduct or want of caution. Killed.	Others. By their own misconduct or want of caution. Injured.	Damages claimed.	Damages paid.
1	A. Bronson, Random Lake, Oct. 2, 1875. Fell from freight car under train							1							
2	B. McCormick, Stevens Point, Nov. 8, 1875. Coupling cars							1							
3	Ed. Watkie, Chilton, Nov. 19, 1875. Coupling cars							1							
4	John Yule, Chilton, Nov. 22, 1875. Crossing track with team ahead of train												1		
5	G. L. Barrows, Menasha, Dec. 18, 1875. Hand coupling cars								1						
6	Wm. Wosley, Menasha, Dec. 20, 1875. Hand coupling cars								1						
7	Jas. Grimes, North Milwaukee, Feb. 7, 1876. Run over by engine							1							
8	Tom Moore, Menasha, Feb. 12, 1876. Hand coupling cars								1						
9	J. W. Loomis, Hilbert, Feb. 29, 1876. Hand coupling cars								1						

ACCIDENTS—*Continued.*

Number of Accidents.	Statement of Each Accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution,			
	Give name of person, date and place of accident.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
10	Wm. King, Worcester, May 8, 1876. Collar bone broken, hand coupling cars	....	....	....	....	....	....	....	1	....	....	....	.	.....	.....
11	Jos. Schooley, Holland, June 20, 1876. Found dead on track, probably intoxicated	....	....	....	....	....	....	....	....	....	....	1	....	.....	.....
12	John Gallagher, Medford, July 15, 1876. Lost foot by falling under cars	....	....	....	....	....	....	....	1	....	....	....	....	.....	.....
13	Lucius Savage's child, Custer, Aug. 23, 1876. Child 3 years old climbed out of cattle guard as train approached—not serious	....	....	....	....	....	....	....	....	....	....	....	1	.....	.....
14	J. O'Neil, Dorchester, Sept. 18. Run over while asleep on track	....	....	....	....	....	....	....	....	....	....	1	....	.....	.....
	Total	....	....	....	....	....	....	4	6	....	....	2	2	.....	.....

This amount, $1,346.42, paid during year for doctors' fees, etc., incidental to personal injuries and charged to their account, but a portion of the amount would apply on injuries occurring in previous year.

1. Of the above accidents, those numbered as follows were caused by broken rails.

Total No..... None,

2. Of the above accidents those numbered as follows were caused by inattention of employees:

Total No..... Ten.

3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:

Total No..... None.

4. Of the above accidents those numbered as follows were caused by explosions:

Total No..... None.

. Amount paid as damages caused by fire from locomotives.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.*

	Number Killed.	Amount Paid.
1. Cattle	43	.....
2. Horses	14	.....
3. Mules	.....	.....
4. Sheep	22	.....
5. Hogs	3	.....
6. Total*	82	$2,527 34

* This is the number killed during the year, but the amount $2,527.34 represents what has been paid during the year for not only those killed in the year, but those previously killed, and settled for this year.

7. Amount claimed yet unsettled, or in litigation.

REMARKS.

STATE OF WISCONSIN, }
County of Milwaukee, } ss.

E. B. Phillips, President, and Henry Pratt, Secretary, of the Phillps & Colby Construction Company, operating the Wisconsin Central Railroad being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October A. D. 1876, to the best of their knowledge and belief. Signed,

E. B. PHILLIPS,
President.

[SEAL]

HENRY PRATT,
Secretary.

Subscribed and sworn to before me, this eighteenth day of November, A. D. 1876.

STEPHEN KNOWLTON,
Notary Public.

[SEAL]

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating of railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies or others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB, *Commissioner.*

NOTE.—See sections of law concerning reports of railroads to Commissioner on page—— of this report.

REPORT

OF THE

WISCONSIN VALLEY RAILROAD COMPANY.

TO THE

RAILROAD COMMISSIONER,

OF THE

STATE OF WISCONSIN,

For the year ending September 30, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ——— 187 .

To the ——————— *Company:*

This blank is furnished you for the pnrpose of your entering therein the Annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 187 . Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

WISCONSIN VALLEY RAILROAD COMPANY.

For the year ending September 30, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	ADDRESS.	SALARIES.	
James F. Joy, President	Detroit, Mich		
———, 1st Vice President			
J. N. Denison, Secretary	Boston Mass		
———, Soliciter			
J. N. Denison, Treasurer	Boston, Mass		
———, General Manager			
F. O. Wyatt, General Superintendent F. O. Wyatt, Chief Engineer	Tomah, Wis	2,500	00
G. O. Cromwell, Asst. Sec., Tres. & Gen. Tick. A.	Tomah, Wis	1,500	00
C. H. Warren, Acting General Freight Agent	Tomah. Wis	1,020	00
———, Auditor			
	Total salaries	$5,020	00

1. General offices at.....

Names of Directors.	Residence.
N. Thayer	Boston, Mass
S. Bartlett	do
Jos. Jasagi	do
J. A. Burnham	do
H. H. Humrewell	do
Wm. J. Rotch	do
H. A. Whitney	do
F. Bartlett	do
J. F. Joy	Detroit, Mich
Seth Reeves	Grand Rapids, Wis
D. L. Plumer as chairman of Co Board, Marathon County	Wausaw, Wis

.....
.....
..... } Executive Committee.

2. Date of annual election of directors.
First Wednesday in June.

3. Name and address of person to whom correspondence, concerning this report, should be directed.
F. O. Wyatt, Tomah, Wis.

CAPITAL STOCK.

1. Capital stock authorized by charter	3,000,000 00
2. How many kinds of stock?	
One common.	
3. Amount of common stock	
Subscribed for by municipalities and paid for in bonds	75,000 00
Subscribed for by individuals and corporations paid in cash	10,000 00
Paid for in land	25,000 00
As a part of the consideration for cash received for bonds at 80 per cent	441,000 00
4. Amount of preferred stock	
None.	
5 Total capital stock subscribed	$551,000 00
6. *Proportion of stock for Wisconsin.	
All.	
7. Rate of preference.	
None.	
8. How much *common* stock has been issued since June 30, 1875	
None.	
9. For what purpose, and what was received therefor?	
10. How much *preferred* stock has been issued since June 30, 1875	
None.	
11. For what purpose, and what was received therefor?	

* NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable: Dated March 1, 1873, principal and interest, at 8 per cent., payable at Boston, Mass. Due March 1, 1893	$1,790,000 00	Same.
2. Amount of debt not secured by mortgage	40,559 00	Same.
3. Total funded and unfunded debt	1,830,552 59	Same.
4. Net cash realized from bonded debt, above described.	1,432,000 00	Same.
5. Proportion of debt, bonded and floating for Wisconsin		

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876.....	$5,289 92	Same.
2. What for real estate, and for what purpose purchased? For depot grounds.....	Nothing.	.....
3 What has been expended in construction between June 30, 1875, and Sept. 30, 1876?.....	94,722 47	Same.
4. What for improvement.....	Nothing.	.....
5. What for other items of expense, for construction and equipment.....	1,071 00	Same.
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	Nothing.	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876.....	101,083 39	Same.
8. Total cost of entire line, as per last report.....	1,901,542 11	Same.
9 Total cost of entire line to date.....	2,002,625 50	Same.

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.

	Total.	In Wisconsin.
1. What amouut has been expended for grading between June 30, 1875, und Jept. 30, 1876	$3,172 70	Same.
2. How much for bridges	25,511 67	Same.
3. How much for tunnels	.....	.....
4. How much for iron bridges	.....	.....
5. How much for wooden bridges	.....	.....
6. How much for ties and tying	9,744 90	Same.
7. How much for iron rail. No. miles. Lbs. weight per yard	.....	.....
8. How much for steel rail. No. miles. Lbs. weight per yard	.....	.....
9. How much for chairs, spikes, fish-bar, etc.,	490 01	Same.
10. How much for laying track	8,833 96	Same.
11. How much for passenger and freight stations, fixtures and furniture, as per schedule. No. stations	.....	.....
12. How much for engine and car shops. No	.....	.....
13. How much for machine shops. No	.....	.....
14. How much for machinery and fixtures	.....	.....
15. How much for engine houses. No	.....	.....
16. How much for car sheds. No	.....	.....
17. How much for turn tables. No	.....	.....
18. How much for track and other scales. No.	.....	.....
19. How much for wood sheds and water stations. No.	.....	.....
20. How much for fencing. No. miles, 3.8	602 50	Same.
21. How much for elevators. No	.....	.....
22. How much for locomotives and tenders: No. Av. wt. tons	.....	.....
23. How much for snow plows, as per schedule. No. Av. wt. tons	.....	.....
24. How much for wreckers. No. Av. wt. tons	.....	.....
25. How much for passenger cars, 1st class. No. Av. wt. tons	.....	.....
26. How much for passenger cars, 2d class. No. Av. wt. tons	.....	.....
27. How much for baggage cars. No. Av. wt. tons	.....	.....
28. How much for mail cars. No. Av. wt. tons	.....	.....
29. How much for express cars. No. Av. wt. tons	.....	.....
30. How much for freight cars, closed. No. Av. wt. tons	.....	.....
31. How much for platform cars. No. Av. wt. tons	.....	.....
32. How much for hand cars. No. Av. wt. tons	.....	.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others	.....	.....
34. How much for all other property not enumerated	11,476 63	.....
35. Total amount expended between June 30, 1875, and Sept. 30, 1876	57,832 37	

CHARACTERISTICS OF ROAD.

Length of road.	Miles.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line of road from Tomah to Wausau	88.7	88.7	50
2. Length of double track on main line	.....	.....	.....
* Branches—Name each.			
3. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
4. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
6. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
7. Total length of main line and branches	88.7	88.7	.....

* Note.—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

8. Aggregate length of tracks operated by this company *computed as single track*, 88.7 miles.
9. Aggregate length of sidings and other track not above enumerated, $10\frac{762}{1000}$ miles.
10. Number of junction stations. Four.
11. What is the gauge of your lines? 4 feet 8½ inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of service.	Number of persons employed.	Average salary per annum.
1. Divivision and assistant superintendents	1	$2,500 00
Clerks in all offices	2	900 00
Master and assistant mechanics	1	1,440 00
Conductors	3	840 00
Engineers	5	1,200 00
Brakemen	6	540 00
Flagmen, switch-tenders, gate-keepers, and watchmen	2	540 00
Station agents	10	642 00
Section men	40	455 25
Laborers	.....	.....
Other employes	10	570 00

Mileage and tonnage.	Miles.	
	Whole line.	In Wisconsin
2. Number of miles run by passenger trains	59,470	Same.
3. Number of miles run by freight and mixed trains	79,351	Same.
4. Number of miles run by construction and other trains	21,000	Same.
5. Total mileage	159,821	.....
6. Total number of passengers carried	37,013	Same.
7. Total number tons freight carried one mile	5,261,201.40	Same.
8. Total number passengers carried one mile	992,958	Same.
9. Average distance traveled by each passenger	.....	.....

Miles per hour.	Whole line.	In Wisconsin
10. The highest rate of speed allowed for express passenger trains	24	Same.
11. Schedule rates of same, including stops	19	Same.
12. The highest rate of speed allowed for mail and accommodation trains	24	Same.
13. Schedule of same including stops	19	Same.
14. The highest rate of speed allowed for freight trains	15	Same.
15. Schedule rate of same, including stops	9	Same.
16. Amount of freight carried per car. 10 tons; maximum, 12 tons.		

Total freight in tons.	Whole line.	In Wisconsin
17.		
Grain. No record made, as we only count the cars	1,735,170	Same.
Flour	228,700	Same.
Provisions	478,575	Same.
Salt, cement, water lime and stucco	70,450	Same.
Manufactures, including agricultural implements, furniture and wagons	537,300	Same.
Live stock	121,000	Same.
Lumber and forest products	58,365,370	Same.
Iron, lead and mineral products	57,865	Same.
Stone, brick, lime, sand, etc	483,500	Same.
Coal	31,000	Same.
Merchandise and other articles	4,128,360	Same.
Total tons, estimated	66,237.29	Same.

EARNINGS DURING THE YEAR ENDING SEPTBMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passengers.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line	Wisconsin.
1875.								
October.....	4,551 47	Same.	11,456 83	Same.	437 57	Same.	16,445 87	Same.
November ..	4,212 76	Same.	9,777 85	Same.	71 75	Same.	14,062 36	Same.
December...	3,725 48	Same.	5,385 48	Same.	2,537 81	Same.	11,648 77	Same.
1876.								
January	2,443 66	Same.	7,571 74	Same.	570 83	Same.	10,586 23	Same.
February ...	2,859 67	Same.	11,067 10	Same.	63 63	Same.	13,990 40	Same.
March.....	3,792 42	Same.	7,400 89	Same.	67 11	Same.	11,260 42	Same.
April.....	4,410 70	Same.	10,872 25	Same.	676 80	Same.	15,959 85	Same.
May.....	4,409 45	Same.	15,338 65	Same.	1,153 31	Same.	20,901 41	Same.
June	3,819 34	Same.	18,833 25	Same.	95 75	Same.	22,748 34	Same.
July	4,644 43	Same.	13,143 02	Same.	446 07	Same.	18,233 52	Same.
August.....	4,777 44	Same.	10,422 48	Same.	831 59	Same.	16,031 51	Same.
September ..	5,735 91	Same.	11,188 34	Same.	95 73	Same.	17,019 98	Same.
Total....	49,382 73	Same.	132,457 98	Same.	7,047 95	Same.	188,888 66	Same.

1. Earnings per mile of road	$2,129 52
2. Earnings per mile of road on freight	1,493 32
3. Earnings per mile of road on passengers	556 75
4. Earnings per train-mile run, on freight	1 $66\frac{9}{10}$
5. Earnings per train-mile run, on passengers	$83\frac{8}{100}$
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight, as	1 to $2\frac{68}{100}$
7. Average gross earnings per mile (88.7 miles) of road, exclusive of sidings	2,129 52
8. Average net earnings per mile (88.7 miles) of road, exclusive of sidings	823 97
9. Average net earnings per train-mile	$0.45\frac{1}{10}$

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

Payments for Current and Operating Expenses.		Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:			
Repairs of track, including new and re-rolled iron rail in place of old iron rail		$29,864 98	Same.
Repairs of bridges		1,444 25	Same.
Repairs of fences			
New steel rail, valued only as iron rail*			
Other expenses on way			
2. Maintenance of buildings		65 97	
3. Maintenance of rolling stock:		16,074 87	Same.
Locomotives	$3,215 75		
Passenger, baggage, mail, and express cars	1,578 83		
Freight cars	10,460 51		
Shop tools and machinery	819 78		
4. Conducting transportation and general expenses:		68,352 09	Same.
Management and general office	6,086 13		
Foreign agency and advertising	151 31		
Agents and station service	9,257 90		
Conductors, baggage and brakemen	7,585 37		
Engineers, firemen and wipers	12,088 92		
Train and station supplies	2,157 25		
Fuel consumed	17,775 25		
Oil and waste	2,946 79		
Personal expenses	1,615 41		
Damage to persons			
Damage to property. Stock killed	1,097 77		
Loss and damage to freight and baggage			
Legal expenses	50 00		
Other general operating expenses, as per items below	7,539 99		
Bridge and water service	3,780 00		
Rent of foreign cars	3,759 99		

* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account and the excess carried to extraordinary expenses. (See next page.)

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.		Belonging to whole line.	Belonging to Wisconsin.
5. Current expenses:			
For taxes	.....	.....	.....
For insurance	.....	.....	.....
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid	.....	.....	.....
6. Total current operating expenses, being 61 3-10 per cent. of earnings	.....	115,802 16	Same.
7. Average operating expenses per mile of road, exclusive of sidings	1,305 55	.....	.....
8. Average operating expenses per train-mile	.71 $\frac{83}{100}$	.....	.....
9. Excess of earnings over operating and current expenses	78,086 50	.....	.....
10. Cost of maintaining track and bridges per mile run	19.5	.....	.....
11. Cost of repairs of engines per mile run	2.01	.....	.....
12. Cost of engineers and firemen per mile run	7.1	.....	.....
13. Cost of oil and waste per mile run	1.8	.....	.....
14. Cost of fuel per mile run	11.1	.....	.....

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to Whole Line.	Belonging to Wisconsin
15. New steel rail, excess of cost over iron rail, old track.	.....	.....
None	.....	.....
16. New rail on new track	.....	.....
17. New equipment	.....	.....
18. New bridges and culverts (not including replacements	.....	.....
19. Real estate bought during the year	.....	.....
Everything has been bought within the year	.....	.....
20. New tools and machinery	.....	.....
21. New buildings	.....	.....
22. Total paid for new investment on the length of the company's lines since date of last report	.....	.....
23. Amounts paid in cash, stock, bonds or otherwise, for extensions, new lines and branches, during the past year—specify particularly		
Total new investment	.....	.....
24. For interest on bonds. Interest past	.....	.....
25. Dividends—rate per cent.—on preferred stock	.....	.....
None	.....	.....
26. Dividends—rate per cent.—on common stock. None	.....	.....
Total payments in addition to operating expenses	.....	.....

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?
None.

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.
None.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

Assets.	*Dollars. Cts.*	*Liabilities.*	*Dollars. Cts.*
J. N. Denison, Treasurer	$204 46	Capital stock	$110,000 00
Express acc., Boston	76 22	Mortgage Bonds	1,789,049 53
Bills receivable	2,000 00	Bills payable	40,552 59
Coupon acc	247,409 74	Interest acc.	545 74
Discount	2,300 00	Donation acc	7,750 00
Deposit Marathon Co	8,804 16	Knowlton Extension Sinking Fund	3,000 00
Wood Co. Bonds	50,000 00	Unpaid Vouchers	14,381 80
Loan acc	8,500 00	Land acc	20,500 00
H. H. Hunnewell, Trust "C"	6,281 95	Bond Scrip	35,650 00
J. N. Denison, Agent	9,100 38	Unpaid coupons	283,360 00
Cash	3,009 50	Passenger earnings	36,893 02
Operating expenses	92,522 70	Freight..... do.	105,837 82
Construction accs	1,736,860 97	Miscellaneous do	225 00
Supplies	9,839 75	Mail..... do	3,290 54
Equipment	265,764 53	Express	485 28
Foreign Ticket acc	8,846 96		
	2,451,521 32		2,451,521 32

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

All trains come to a full stop at sign 400 feet from crossing. Found to be sufficient.

2. What regulations govern your employes in regard to crossings of public highways? And are these regulations found to be sufficient?

Sound the whistle and ring the bell. Found to be sufficient.

3. What platform and coupler between passenger cars do you use?

Miller's patent platform, buffer and coupler.

4. What kind of brakes do you use on passenger trains?

Hand brakes.

UNITED STATES MAIL.

5. What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service?

Mail carried on compensation as per act of Congress approved March 3rd, 1873.

EXPRESS COMPANIES.

6. What express companies run on your, road, andon what terms, and what conditions as to rates, use of track, machinery repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Co. Goods carried on local freight tariff, 1st class.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

None.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

None.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?

None.

10. Have you acquired any such additional rights or privileges under the laws, general or special of any other state, since your last report?

None.

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

No.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

No.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

No.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossings or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

Our passenger trains connect at crossings with other passenger trains as near possible.

16. Have any swamp or other State lands been granted your company since the date of your last report? If so; how many acres?

No.

17. Have any United States lands been granted to your company, directly or ndirectly, since the date of you last report? What number acres received by your company, directly or indirectly, since date of last report?

No.

18. What number acres sold and conveyed since date of your last report?

70,000 acres.

19. Average price, per acre, realized?

65 cents.

20. To what corporations have you sold land? How much, and what price since the date of your last report?

None.

21. Number of acres now held by company.

130,000 acres.

22. Average price asked for lands now held by company?

$2 per acre

23. Value of donations of right of way or other real estate received since the date of your last report?

None.

24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.

None.

25. Total cash amount realized from such aid since date of your last report?

None.

26. Amount of land sold, but not conveyed, under contracts now in force?

16,411 19-100 acres.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

None.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

None.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

None.

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?

$15,532.51.

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

$15,551.16.

32. What is the aggregate snm of receipts on account of lands, from all sources whatever, up to the present time?

$31,908.58.

33. What is the amount now due the company on lands sold, or contracted to be sold?

$28,483.41.

34. Are there any terminal points or places, on your lines in, or out of, the State, to and from which the larger portion of the freight transported on you lines is carried? If so, name them.

Tomah.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

No.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

—If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time and since the passage of said chapter, on 1st, 2d, 3d, and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.

No.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

No.

38. What is your present tariff per mile for passengers, both through and local?

Through, 4½ cents. Local, 5 cents.

39. What proportion of the passengers carried by you, in this State, purchase round trip tickets? And what proportion purchase 500-mile tickets?

None.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule naming the stations and rates in force both at the time and since the passage of said chapter.

None.

41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors. *If so, what is it, and is it enforced?*

Total abstenance. Yes.

---

* The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of accidents.	Statement of each accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.			
	Give name of person, date and place of accident.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
	May 22, 1876. Lewis Conners, a mute, was struck by the construction train one mile south of Remkel and killed. Verdict of jury exonerated the company from all blame	....	....	....	....	....	....	....	....	....	....	1	....	.....	.....
	June 25, 1876. Frank Lombard, a brakeman, lost his arm in coupling cars in Tomah yard through his own negligence	....	....	....	....	....	....	....	1	....	....	....	....	.....	.....
	July 15, 1876. J. E. Shute, a freight conductor, crushed his hand near Mill Grove, while attempting to couple a train (that was broken) while under headway	....	....	....	....	....	....	....	1	....	....	....	....	.....	.....
	Total	....	....	....	....	....	....	....	2	....	....	1	....	.....	.....

1. Of the above accidents, those numbered as follows were caused by broken rails.
None. Total No.
2. Of the above accidents those numbered as follows were caused by inattention of employes:
None. Total No.
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:
None. Total No.
4. Of the above accidents those numbered as follows were caused by explosions:
None. Total No.
5. Amount paid as damages caused by fire from locomotives.
None.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	24	$747 77
2. Horses	3	350 00
3. Mules	.....	.....
4. Sheep	.....	.....
5. Hogs	.....	.....
6. Total	27	$1,097 77

7. Amount claimed yet unsettled, or in litigation.
None

STATE OF WISCONSIN, County of Monroe. } ss.

F. O. Wyatt, Chief Engineer and Superintendent of the Wisconsin Valley Railway Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of October, A. D. 1876, to the best of his knowledge and belief. Signed,

[SEAL.] F. O WYATT,
Chief Engineer and Supt.

Subscribed and sworn to before me, a justice of tne peace, this twenty-eighth day of September, A. D. 1876.

[SEAL] G. O. CROMWELL,
Justice of the Peace.

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating railroads, and their management in general, to the end of establishing and building up an era of harmony and good will between the Companies, who transport, and the people who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies and others, any suggestions, explanations or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB,
Commissioner.

NOTE.—See sections of law concerning report of railroads to Commissioner on page—— of this report.

REPORT

OF THE

CHIPPEWA FALLS & WESTERN RAILWAY COMPANY.

TO THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN,

For the Year ending September 30, 1876,

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ———, 187 .

To the ——— *Company:*

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1876. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

REPORT

OF THE

CHIPPEWA FALLS & WESTERN RAILWAY COMPANY.

For the year ending 30th September, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Names.	Address.	Salaries.
Thad. C. Pound, President	Chippewa Falls	.....
H. S. Allen, 1st Vice President	do	.....
L. C. Stanley, Secretary	do	.....
W. P. Bartlett, Solicitor	Eau Claire	.....
L. C. Stanley, General Manager	.....	$1,500 00
Total salaries	.....	$1,500 00

1. General offices at Chippewa Falls, Wisconsin.

Names of Directors.	Residence.
Thad. C. Pound	Chippewa Falls.
H. S. Allen	Chippewa Falls.
A. E. Pound	Chippewa Falls.
L. C. Stanley	Chippewa Falls.
E. D. Stanley	Chippewa Falls.
N. W. Bayless	Chippewa Falls.
B. E. Reid	Chippewa Falls.
J. M. Bingham	Chippewa Falls.
D. E. Seymour	Chippewa Falls.

Thad. C. Pound
L. C. Stanley } Executive Committee.
D. E. Seymour

2. Date of annual election of directors.
26th of December.

3. Name and address of person to whom correspondence, concerning this report, should be directed.
L. C. Stanley.

CAPITAL STOCK.

1. Capital stock authorized by charter	$160,000
2. How many kinds of stock? One.	
3. Amount of common stock. $90,000 stock additional issued as collateral of the floating and bonded debt.	31,800
4. Amount of preferred stock. None	.....
5. Total capital stock	$31,800
6. *Proportion of stock for Wisconsin. Whole	.....

*NOTE.—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the Whole. If made on a different basis please state the reasons therefor.

7. Rate of preference.
8. How much *common* stock has been issued since June 30th, 1875? $300.00.
9. For what purpose? and what was received therefor? Indebtedness. $300.00.
10. How much *preferred* stock has been issued, since June 30, 1875? None.
11. For what purpose? and what was received therefor?

FUNDED OR UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable.	$75,000 00	.....
2. Amount of debt not secured by mortgage.	69,790 00	.....
3. Total funded and unfunded debt	$144,790 00	.....
4. Net cash realized from bonded debt, above described.	63,750 00	.....
5. Proportion of debt, bonded and floating for Wisconsin	.....	.....

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876	$4,267 44	.....
2. What for real estate, and for what purpose purchased?	.....	.....
3. What has been expended in construction between June 30, 1875, and Sept. 30, 1876?	152,550 95	.....
4. What for improvement?	.....	.....
5. What for other items of expense, for construction and equipment	20,824 00	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	.....	.....
7. Total expended between June 30, 1875, and Sept. 30, 1876	$177,622 39	.....
8. Total cost of entire line, as per last report	.....	.....
9. Total cost of entire line to date	$177,622 39	.....

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between June 30, 1875, and September 30, 1876.....	$27,113 03	.....
2. How much for bridges.....	.....	.....
3. How much for tunnels.....	.....	.....
4. How much for iron bridges.....	.....	.....
5. How much for wooden bridges.....	.....	.....
6. How much for ties and tying.....	8,726 80	.....
7. How much for iron rail No. miles. Lbs. weight per yard.....	.....	.....
8. How much for steel rail. No. 11. miles. 65. Lbs. weight per yard.....	95,000 00	.....
9. How much for chairs, spikes, fish-bar, etc.....	5,500 00	.....
10. How much for laying track.....	6,000 00	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule No. stations..	2,906 00	.....
12. How much for engine and car shops. No.....	.....	.....
13. How much for machine shops. No.....	.....	.....
14. How much for machinery and fixtures.....	.....	.....
15. How much for engine houses. No.....	2,553 00	.....
16. How mush for car sheds. No.....	.....	.....
17. How much for turn tables. No.....	1,500 00	.....
18. How much for track and other scales. No.....	800 00	.....
19. How much for wood sheds and water stations. No..	.....	.....
20. How much for fencing. No. miles 5.....	1,000 00	.....
21. How much for elevators. No.....	.....	.....
22. How much for locomotives and tenders. 1 No. 30. Av. wt. tons.....	10,311 91	.....
23. How much for snow plows, as per schedule. No. Av. wt. tons.....	.....	.....
24. How much for wreckers. Av. wt tons.....	.....	.....
25. How much for passenger cars, 1st class. 1. No. 15. Av. wt. tons.....	4,700 00	.....
26. How much for passenger cars, 2d class. 1. No. 15. Av. wt. tons.....		.....
27. How much for baggage cars, No. Av. wt. tons	3,106 09	.....
28. How much for mail cars. No. Av. wt. tons...		.....
29. How much for express cars. No. Av. wt. tons		.....
30. How much for freight cars, closed. No. 4. Av. wt. tons 10.....	2,360 00	.....
31. How much for platform cars. No. Av. wt. tons..	.....	.....
32. How much for hand cars. No. 1 Av. wt. tons 2.	90 00	.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....	420 00	.....
34. How much for all other property not enumerated..	5,535 56	.....
35. Total amount expended between June 30, 1875, and September 30, 1876.....	177,622 39	.....

CHARACTERISTICS OF ROAD.

Length of road.	Miles.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line of road from .... to	10½	.....	.....
2. Length of double track on main tine.....	.....	.....	.....
* Branches—Name each.			
3. Length of branch.....	.....	.....	.....
From to length of double track on branch.....	.....	.....	.....
4. Length of branch.....	.....	.....	.....
From to length of double track on branch.....	.....	.....	.....
5. Length of branch.....	.....	.....	.....
From to length of double track on branch.....	.....	.....	.....
6. Length of branch.....	.....	.....	.....
From to length of double track on branch.....	.....	.....	.....
Total length of main line on branches....	.....	.....	.....

* Note—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

8. Aggregate length of tracks operated by this company *computed as single track.*
9. Aggregate length of sidings and other track not above mentioned.
   Half mile.
10. Number of junction stations.
   One
11. What is the gauge of your lines.
   4 feet 8½ inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

Character of Service.	Number of persons employed.	Average salary per annum.
1. Division and assistant superintendents.....	.....	.....
Clerks in all offices.....	.....	.....
Master and assistant mechanics.....	.....	.....
Conductors	1	$1,000 00
Engineers	1	1,200 00
Brakemen.....	2	450 00
Flagmen, switch tenders, gate keepers and watchmen	1	450 00
Station agents.....	2	75 00
Section men	5	37 50
Laborers	1	26 00
Other employees.....	3	50 00

Mileage and tonnage.	Miles.	
	Whole line.	In Wisconsin
2. Number of miles run by passenger trains	12,896	Same.
3. Number of miles run by freight and mixed trains.	6,448	Same.
4. Number of miles run by construction and other trains	.....	Same.
5. Total mileage	19,344	Same.
6. Total number of passengers carried	40,640	Same.
7. Total number tons freight carried one mile	.....	.....
8. Total number of passengers carried one mile	406,400	Same.
9. Average distance traveled dy each passenger	10	Same.

MILES PER HOUR.	Whole line.	In Wisconsin
10. The highest rate of speed allowed for express passenger trains, 25 miles per hour	.....	.....
11. Schedule rates of same, including stops	.....	.....
12. The highest rate of speed allowed for mail and accommodation trains	20	Same.
13. Schedule of same including stops	.....	.....
14. The highest rate of speed allowed for freight trains.	16	Same.
15. Schedule rate of same, including stops	.....	.....
16. Amount of freight carried per car.	9 tons.	

TOTAL FREIGHT IN TONS.	Whole line.	In Wisconson.
Grain	1,698	.....
Flour	1,160	.....
Provisions	83	.....
Salt, cement, water lime and stucco	158	.....
Manufactures, including agricultural implements, furniture and wagons	.....	.....
Live stock	80	.....
Lumber and forest products	30	.....
Iron, lead and mineral products	.....	.....
Stone, brick, lime, sand, etc	210	.....
Coal	263	.....
Merchandise and other articles	3,364	.....
Total tons	7,046	.....

EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passenger.		Freight.		Mails, Express, and all other sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1875.								
October	$1,825 20	.....	$1,140 77	.....	$75 75	.....	$3,041 72	.....
ovember	2,120 00	.....	1,125 08	.....	61 96	.....	3,307 04	.....
December	1,549 70	.....	1,175 73	.....	75 76	.....	2,801 19	.....
1876.								
January	985 95	.....	907 11	.....	50 53	.....	1,943 59	.....
February	828 95	.....	943 61	.....	50 14	.....	1,822 70	.....
March	1,459 05	.....	953 00	.....	50 37	.....	2,453 42	.....
April	2,290 30	.....	1,108 14	.....	69 90	.....	3,468 34	.....
May	2,342 50	.....	1,065 04	.....	83 40	.....	3,490 94	.....
June	1,653 00	.....	859 28	.....	66 56	.....	2,578 84	.....
July	1,621 25	.....	789 18	.....	62 96	.....	2,473 39	.....
August	1,387 85	.....	643 60	.....	70 93	.....	2,102 38	.....
September	1,415 28	.....	879 62	.....	65 66	.....	2,360 56	.....
Total	$19,470 03	.....	$11,590 16	.....	$783 92	.....	$31,844 11	.....

1. Earnings per mile of road $3,081 69
2. Earnings per mile of road on freight 1,121 63
3. Earnings per mile on passengers 1,884 19
4. Earnings per train-mile run on freight 1 79
5. Earnings per train mile run on passengers 1 51
6. Of the earnings of the entire line, what is the ratio of the passenger to freight? ..... as .636 to .364
7. Average gross earnings per mile [10⅓ miles] of road, exclusive of sidings 3,081 69
8. Average net earnings per mile [.... miles] of road, exclusive of sidings ....
9. Average net earnings per train-mile ....

EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1876.

Payments for Current and Operating Expenses.*		Belonging to whole line.	Belonging to Wisconsin.
1. Maintenance of way:			
Repairs of track, including new and re-rolled ironrail in place of old iron rail	.....	.....	.....
Repairs of bridges	.....	.....	.....
Repairs of fences	.....	.....	.....
New steel rail valued only as iron rail*	.....	.....	.....
Other expenses on way	.....	$1,940 78	.....
2. Maintenance of buildnigs	.....	.....	.....
3. Maitenance of rolling-stock:			
Locomotives	$311 91	.....	.....
Passenger, baggage, matl, and express cars	166 09	.....	.....
Freight cars	.....	.....	.....
Shop tools and machinery	.....	.....	.....
4. Conducting transportation, and general expenses:			
Management and general office	1,800 00	.....	.....
Foreign agency and advertising	13 40	.....	.....
Agents and station service	3,180 00	.....	.....
Conduct's, baggage and brakemen	1,900 00	.....	.....
Engineers, firemen and wipers	2,288 75	.....	.....
Train and station supplies	.....	.....	.....
Fuel consumed	1,632 00	.....	.....
Oil and waste	300 00	.....	.....
Personal expenses	.....	.....	.....
Damage to persons	.....	.....	.....
Damage to property	.....	.....	.....
Loss & damage to freight & bag.	1 05	.....	.....
Legal expenses	.....	.....	.....
Other general operating expenses as per items below	.....	.....	.....
5. Current expenses:			
For taxes	.....	.....	.....
For insurance	64 00	.....	.....
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid. Use of W. Wis. track Eau Claire	720 00	12,377 20	.....

* In substituting steel rail for iron rail, the cost of iron rail only shoulc be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)

EXPENSES—Continued.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
6. Total current operating expenses, being 45 per cent. of earnings	$14,317 98	.....
7. Average operating expenses per mile of road, exclusive of sidings	1,385 61	.....
8. Average operating expenses per train-mile	74	.....
9. Excess of earnings over operating and current expenses	17,526 13	.....
10. Cost of maintaining track and bridges per mile run	10.03	.....
11. Cost of repairs of engines per mile run	1.6	.....
12. Cost of engineers and firemen per mile run	11.83	.....
13. Cost of oil and waste per mile run	1.6	.....
14. Cost of fuel per mile run	8.4	.....

EXPENSES, ETC.

NO PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track	.....	.....
16. New rail on new track	.....	.....
17. New equipment	.....	.....
18. New bridges and culverts (not including replacements)	.....	.....
19. Real estate bought during the year	.....	.....
20. New tools and machinery	.....	.....
21. New buildings	.....	.....
22. Total paid for new investment on the length of the company's lines since date of last report	.....	.....
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly	.....	.....
Total new investment	.....	.....
24. For interest on bonds—discount on bonds sold ..... $11,250 00 25. Dividends—rate per cent.—on preferred stock—interest on floating debt 7,600 00	18,850 00	.....
26. Dividends—rate per cent.—on common stock	.....	.....
Total payments in addition to operating expenses	.....	.....

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?
29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

GENERAL BALANCE SHEET, 1st OF OCTOBER 1876.

Assets.	*Dollars.*	*Cts.*	*Liabilities*	*Dollars.*	*Cts.*
Total cost of entire line to date	177,622	39	Capital stock paid in	31,800	00
Material, supplies and cash items	2,159	87	Bonds sold	75,000	00
Discount on bonds	11,250	00	Amount of unsecured debt	69,790	00
Interest paid	7,600	00	Gross earnings for year	31,844	11
Expense operating road	14,317	98	Profit and loss	4,516	13
	$212,950	24		212,950	24

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?
Do not cross any Railroad.
2. What regulations govern your employes in regard to crossings of public high ways, and are these regulations found to be sufficient?
The requirements of the State law is found sufficient.
3. What platform and coupler between passenger cars do you use?
Miller's Patent Coupler and Buffer.
4. What kind of brakes do you use on passenger trains?
Hand brakes.

U. S. MAIL.

5. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
$300 year. No stipulation.

EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express. Pay by the 100lbs., 20c per 100. We furnish cars and motive power. Take freight at office of Express Companies.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
Not any.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
None.

ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
None.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report?
None.
11. Have you acquired any lines in or out of this State, by purchase, lease consolidation or otherwise, since your last report. If yes, give full particulas relating thereto, iucluding length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for such purchase, or lease, and whether made by consent of stockholders?
None.
12. Do you, by purchase or onership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel r competing line?
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having control of a parallel or competing line?
No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

None.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are made, and the reason therefore?

Yes; make close connections with West Wisconsin R. R., at Eau Claire.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so; how many acres?

None.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?

No.

18. What number acres sold and conveyed since date of your last report.

19. Average price, per acre, realized?

20. To what corporations have you sold land? How much, and what price since the date of your last report?

21. Number of acres now held by Company?

22. Average price asked for the land now held by company?

23. Value of donations of right of way or other real estate received since date of your last report?

None.

Amount of city county and town aid granted to Company in exchange for stock or otherwise? Specify particulars since date of last report.

$25,000. City of Chippewa Falls Bonds.

25. Total cash amountrealized from such aid since date of your last report

$23,750.

26. Amount of land sold, but not conveyed, under contracts now in force?

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

30. Whole amount of cash received for stumpage, trespasses, &c., since date of last report?

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

33. What is the amount now due the Company on lands sold, or contracted to be sold?

34. Are there any terminal points or places, on your lines in, or out, of this State, to and from which the larger portion of the freight transported on your lines is carried? If so. name them.

Chippewa Falls and Eau Claire.

35. Have you made any advance in the rates of freight, from stations on your lines to such terminal points since the enactment of chapter 57, of the laws of 1876?

No.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

No.

— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal?

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

No.

---

*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

38. What is your present tariff per mile for passengers, both through and local?

4¾ cents.

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? And what proportion purchase 500-mile tickets?

None.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

No.

41. Has your Company any rule governing your conductors, engineers and train men concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

Perfect sobriety required, and no liquors allowed on the property.

ACCIDENTS.

Number of Accidents	Statement of Each Accident.	Passengers.				Employes.				Others.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution,			
	Give name of person, date and place of accident.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
...	.....	..	....	....	....	....	....	....	..	..	....	...	....	.....	.....
...	.....	....	....	....	...	....	....	....	....	....	....	....	....	.....	.....
	Total.....	....	....	....	....	....	....	....	....	....	....	..	....	.....	.....

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No.
2. Of the above accidents those numbered as follows were caused by INATTENTION OF EMPLOYES.
Total No.
3. Of the above accidents those numbered as follows were caused by COLLISIONS not properly coming under 2.
Total No.
4. Of the above accidents those numbered as follows were caused by explosions.
Total No.
5. Amount paid as damages caused by fire from locomotives.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle	1	$12 00
2. Horses	.....	.....
3. Mules	.....	.....
4. Sheep	.....	.....
5. Hogs	.....	.....
6. Total	1	$12 50

7. Amount claimed yet unsettled, or in litigation.

STATE OF WISCONSIN, } ss.
County of Chippewa. }

L. C. Stanley, Secretary and General Manager, and W. P. Bartlett, Vice President of the Chippewa Falls and Western Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 187 , to the best of their knowledge and belief. Signed,

L. C. STANLEY,
[SEAL] *Secretary.*
W. P. BARTLETT,
Vice President.

Subscribed and sworn to before me this eighth day of January, A. D. 1877.

DANIEL BUCHANAN, JR.,
[SEAL] *Notary Public, Eau Claire County, Wis.*

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating of railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *Companies*, who transport, and the *people* who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies or others, any suggestions, explanations, or information which can be made available or useful to the interests of the whole people.

Commissioner.

NOTE.—See sections of law concerning reports of railroads to Commissioner on page—— of this report.

REPORT

OF THE

WEST WISCONSIN RAILWAY COMPANY.

[And W. H. Ferry, Agent of Mortgage Trustees, in Possession.]

TO THE

RAILROAD COMMISSIONER,

OF THE

STATE OF WISCONSIN,

For the year ending September 30, 1876.

GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,
MADISON, ——— 187 .

To the ——————— *Company:*

This blank is furnished you for the pnrpose of your entering therein the Annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 187 . Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,
Secretary.

RFPORT

OF THE

WEST WISCONSIN RAILWAY COMPANY.

[W. H. Ferry, Agent of Mortgage Trustees, in Possession.]

For the year ending September 30, 1876.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

Names.	Address.	Salaries.
		.....
H. H. Porter, President.....	Chicago, Ill.....	.....
J. H. Howe, 1st Vice President.....	Kenosha, Wis.....	.....
H. H. Weakley Secretary and Land Com'r...	Hudson, Wis.....	.....
Jas. C. Spooner Solicitor.....	....do	.....
R. P. Flower, Treasurer....	New York City. . .	.....
Wm. H. Ferry, Agent Mortgage Trustees....	Chicago, Ill.....	.....
E. W. Winter, General Superintendent	Hudson, Wis.....	.....
G. K. Barnes, General Ticket Agent.....	St. Paul, Minn.....	.. ..
F. B. Clark, General Freight and Pass. Agent.	.....do	.....
E. D. W. Young, Auditor.....	Hudson, Wis.....	.....
	Total Salaries.....	.....

1. General Offices at Hudson, Wis.

Names of Directors.	Residence.
J. H. Howe.....	Kenosha, Wis.....
P. Sawyer.....	Oshkosh, Wis.....
Wm. H. Ferry.....	Chicago, Ill.....
Henry Seibert.....	New York City.....
R. P. Flower.....	.....do .....
David Dows.....	.....do .....
George Coplin.....	.....do ....
Thomas Driver.....	.....do .....
Horace Thompson.....	St. Paul, Minn .....
N. W. Kittron	..... do .....
John Comstock....	Hudson, Wis.....
E. W. Winter.....	.....do .....
John Spooner.....	.....do .....
Marvin Hughitt.....	Chicago, Ill.....
H. H. Porter.....	.....do ....

H. H. Porter, David Dows,
R. P. Flower, Wm. H. Ferry,
J. H. Howe, } *Executive Committee.*

2. Date of annual election of directors.
September.

3. Name and address of person to whom correspondence, concerning this report should be directed.
C. D. W. Young, Auditor.

CAPITAL STOCK.

1. Capital stock authorized by purchase	$9,000,000 00
2. How many kinds of stock?	Two
3. Amount of common stock issued	4,000,000 00
4. Amount of preferred stock issued	1,000,000 00
5. Total capital stock	$5,000,000 00
6. *Proportion of stock for Wisconsin	All.

*NOTE—Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.

7. Rate of Preference.
Eight per cent.

8. How much common stock has been issued since June 30, 1875.
None.

9. For what purpose? and what was received therefor.

10. How much preferred stock has been issued since June 30, 1875?
$1,000,000 of eight per cent issued, and $1,000,000 of ten per cent. stock cancelled with it.

11. For what purpose? and what was received therefor?

FUNED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severall all outstanding classes of bonds, including amounts, date of issue, intesest, where and when payable:		
First mortgage land grant bonds		$3,676,500 00
First mortgage land grant funded interest bonds		668,304 00
First mortgage southern extension bonds		640,000 00
First mortgage southern extension funded interest bonds		114,784 00
2. Amount of debt not secured by mortgage		185,100 00
Total		$5,284,688 00
Consolidated bonds		$1,262,588 85
3. Total funded and unfunded debt		
4. Net cash realized from bonded debt, above described		
No record of any except funded bonds for which par was realized		
5. Proportion of debt bonded and floating for Wisconsin		
All.		

COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between June 30, 1875, and Sept. 30, 1876	.....	$3,064 58
2. What for real estate, and for what purpose purchased	.....	.....
None except right of way.		
3. What has been expended in constructon between June 30, 1875, and Sept. 30, 1876..		
New buildings	$151 48	
New Fences	.....	$9,365 74
4. What for improvement	.....	.....
Excess of value of new steel rails over new iron, (the steel having been laid to replace the iron)	.....	11,678 76
5. What for other items of expense, for equipment	.....	.....
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned	.....	.....
None.		
7. Total expended between June 30, 1875, and Sept. 30, 1876	.....	.....
8. Total cost of entire line, as per last report	.....	.....
No record.		
9. Total cost of entire line to date	.....	.....
No record.		

ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between June 30, 1875, and Sept. 30, 1876. Nothing	Account construction	.....
2. How much for bridges.....	"	.....
3. How much for tunnels....	"	.....
4. How much for iron bridges	"	.....
5. How much for wooden bridges	"	.....
6. How much for ties and tying	"	.....
7. How much for iron rail . .No. miles Lbs. wt. per yard..	"	.....
8. How much for steel rail...No. miles..Lbs. wt. per yard	"	.....
9. How much for chairs, spikes, fish-bar, etc.....	"	.....
10. How much for laying track	"	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule..No. stations	"	
12. How much for engine and car shops...No.....	"	.....
13. How much for machine shops..No.....	"	.....
14. How much for machinery and fixtures..	"	.....
15. How much for engine houses..No,.....	"	.....
16. How much for car sheds..No..... ..	"	.....
17. How much for turn tables..No.....	"	.....
18. How much for track and other scales..No.....	"	.....
19. How much for wood sheds and water stations..No.	"	....
20. How much for fencing. See same item on page 3 ..No. miles.		$9,365 74
21. How much for elevators..No. Nothing.....		.....
22. How much for locomotives and tenders, No.. Av. wt. tons 10..	"	.....
23. How much for snow plows, as per schedule, No. Av. wt. tons	"	.....
24. How much for wreckers, No. Av. wt. tons.....	"	.....
25. How much for passenger cars, 1st class, No. Av. wt. tons	"	.....
26. How much for passenger cars, 2d class, No. Av. wt. tons.	"	.....
27. How much for baggage cars, No. Av. wt. tons	"	.....
28. How much for mail cars, No. Av. wt. tons.... ...	"	.....
29. How much for express cars, No. Av. wt. tons....	"	.....
30. How much for freight cars, closed, No.. Av. wt. tons.	"	....
31. How much for platform cars, No. Av. wt. tons ...	"	.....
32. How much for hand cars, No. Av. wt. tons.	"	.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....	"	.....
34. How much for all other property not enumerated..		... .
35. Total amount expended between June 30, 1875, and Sept. 30, 1876.....		.....

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of rail per yard.
	Entire length.	Length in Wisconsin.	
1. Length of main line of road from St. Croix Lake to Elroy **	177 5-10	177 5-10	50 to 60
2. Length of double track on main line	.....	.....	.....
* BRANCHES—Name each.			
3. North Wisconsin Railroad			
From North Wisconsin Junction to end of track, length of Branch†	40	40	.....
4. Length of branch	.....	.....	.....
From to length of double track on branch	.....	.....	.....
5. Length of branch	.....	.....	.....
From to Length of double track on branch	.....	.....	.....
6. Lenth of branch	.....	.....	.....
From to Length of double track on branch	.....	.....	.....
7. Total length of main line and branches	217. 0	2.7.50	.....

* NOTE.—This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.

** This does not include the line from Stillwater to St. Paul, 23 8-10 miles over which we are allowed to run under lease.

† Operated from October 1, 1875, to March 7, 1876.

8. Aggregate length of tracks operated by this company *computed as single track*

Stillwater Junction to Stillwater	$3\frac{3}{10}$
Elroy to St. Paul	$197\frac{4}{10}$
North Wis. Junction to end of track	40
	$241\frac{2}{10}$

9. Aggregate length of sidings and other track not above enumerated.
$7\frac{1390}{2210}$.

10. Number of junction stations.
Four, (4.)

11. What is the gauge of your lines?
Four feet eight and one-half inches.

DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Average Number of persons employed.	Average salary per annum.
1. General superintendent	1	.....
Clerks in all offices	35	.....
Master and assistant mechanics	2	.....
Conductors	18	.....
Engineers, firemen and wipers	63	.....
Brakemen and baggagemen	46	.....
Flagmen, switch-tenders, gate-keepers and watchmen and pumpers	26	.....
Station agents	27	.....
Section men	216	.....
Laborers	85	.....
Other employes	10	.....
Shop-men	22	.....
	.....	.....

DOINGS OF THE YEAR IN TRANSPORTATION—Continued.

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains	229,832	No rec.
3. Number of miles run by freight and mixed trains, (not including switching)	285,492	....do....
4. Number of miles run by working trains	80,565	....do....
5. Total mileage (not including switching)	595,889	.....
6. Total number of passengers carried	126,180½	....do....
7. Total number tons freight carried one mile	26,096,130	... do....
8. Total number passengers carried one mile	6,085,661	...do....
9. Average distance traveled by each passenger	48 33-100	miles.

MILES PER HOUR.		
10. The highest rate of speed allowed for express passenger trains	.....	No rec.
11. Schedule rate of same, including stops	.....	....do....
12. The highest rate of speed allowed for mail and accommodation trains	.....	....do....
13. Schedule of same, including stops	.....	...do....
14. The highest rate of speed allowed for freight trains	15	....do....
15. Schedule rates of same, including stops, about	15	....do ...
16. Amount of freight carried per car	No rec.	....do....

17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisconsin.
Grain	We have kept no record of commodities, being too poor to incur the expense	.....
Flour		.....
Provisions		.....
Salt, cement, water lime and stucco		.....
Manufactures, including agricultural implements, furniture and wagons		.....
Live stock		.....
Lumber and forest products		.....
Iron, lead and mineral products		.....
Stone, brick, lime, sand, etc		.....
Coal		.....
Merchandise and other articles		.....
Total tons	.....	.....

EANINGS DURING THE YEAR ENDING SEPTEMBER 30, 1876.

MONTHLY EARNINGS FROM ALL SOURCES.

Months.	Passenger.		Freight.		Mails, Express, and all-Other Sources.		Totals.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1875.								
October....	$27,307 28	$24,216 06	$64,825 02	57,485 09	$3,310 66	$2,931 58	95,442 66	$84,632 73
November..	26,218 50	23,229 58	69,204 03	61,341 09	3,421 53	3,027 78	98,844 06	87,598 45
December..	18,113 71	16,062 13	55,642 38	49,351 60	3,365 95	2,978 54	77,122 04	68.392 27
1876.								
January....	13,039 57	11,556 79	32,100 75	28,480 12	3,118 96	2,759 68	48,259 28	42,796 59
February...	11,801 89	10,465 50	38,510 27	34,206 80	1,925 09	1,703 35	52,237 25	46,375 65
O 1 to Feb 29	96,480 95	85,530 06	260,282 45	230,864 70	15,142 19	13,400 93	371,905 59	329,795 69
March	20,147 52	17,825 29	52,127 44	46,122 86	3,221 51	2,849 75	75,496 47	66,797 90
April	20,869 11	18,460 81	49,119 91	43,451 47	3,081 46	2,725 87	73,070 48	64,638 15
May	22,910 03	20,618 78	43,789 60	39,720 46	3,165 81	2,864 60	69,865 44	63,203 84
June.....	23,124 25	21,246 30	37,834 14	35,186 06	3,104 81	2,861 30	64,063 20	59,293 74
July	22,966 26	20,897 19	32,898 84	30,531 00	3,240 17	2,978 74	59,105 27	54,406 93
August. ...	23,636 75	21,657 88	31,229 98	28,712 13	3,316 79	3,045 57	58,183 52	53,415 58
September..	27,464 08	25,412 60	40,163 23	37,219 56	3,210 80	2,948 31	70,838 11	65,580 47
Total	257,598 95	231,648 91	547,443 59	491,808 24	37,483 54	33,675 15	842,528 08	757,132 30

1. Earnings per mile of road—		
From Oct. 1st, '75 to March 1st, 1876	$1,541 90	
From March 1st, to Sept. 30th, 1876	2,339 08	
		$3,880 98
2. Earnings per mile of road on freight—		
From Oct. 1st, '75, to March 1st, 1876	1,079 11	
From March 1st, to Sept. 1st, 1876	1,427 05	
		2,506 16
3. Eearnings per mile on passengers—		
From Oct. 1st, '75, to March 1st, 1876	400 00	
From March 1st, to Sept. 30, 1876	900 79	
		1,200 79
4. Earnings per train-mile run, on freight		1 92
5. Earnings per train-mile run, on passengers		1 12

6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? 47 per cent.
7. Average gross earnings per mile [241 2-10 miles Oct. 1st, '75, to March 1st, '76. 201 2-10 miles March 1st, '76 to Sept. 30th, '76.] of road exclusive of sidings. [See answer to question No. 1.]
8. Average net earnings per mile [.... miles of road, exclusive of sidings.
9. Average net earnings per train-mile.

OPERATING EXPENSES FROM OCTOBER 1st, TO DECEMBER 31, 1875.

	3 months ending Dec. 31 1875.
Repairs of track	$69,403 57
Repairs of bridges	2,466 03
Repairs of fences	55 01
Repairs of buildings	1,297 23
Repairs of locomotives	388 46
Repairs of cars	441 15
Repairs of tools and machinery	613 07
Management and general offices	9,676 71
Foreign agency and advertising	2,286 06
Station service	17,432 03
Conductors, baggagemen and brakemen	8,854 84
Enginemen, firemen, and wipers	12,591 69
Train and station supplies	3,139 15
Fuel	43,475 71
Oil and waste	2,908 65
Personal injuries	231 50
Damages to property	808 08
Loss and damage, freight and baggage	1,150 97
Legal expenses	2,158 17
New York office expenses	440 68
Insurance	2,306 11
Miscellaneous expenses	50 00
Car hire paid in excess of amount received	2,519 21
Total	$184,694 08
Add for taxes	11,471 81
Add interest and exchange	9,130 36
Add rent of Hudson Branch	2,400 00
Total	$207,696 25

OPERATING EXPENSES FROM JANUARY 1ST, TO SEPTEMBER 30TH, 1876.

	Nine months ending Sept. 30, 1876.
Repairs of engines and tenders	$24,071 80
" cars	41,118 03
" buildings	1,720 36
" feeces, gates and crossings	226 03
" bridges and culverts	10,540 36
" track	118,181 47
" tools and machinery	3,403 99
Fuel used by locomotives	61,406 23
Fuel and lights used in cars and at stations	5,244 09
Oil and waste used	5,601 99
Office and station furniture and expenses	2,267 29
Furniture and fixtures for cars	504 91
Foreign agents	3,624 01
Advertising	2,812 23
Stationery, printed blanks. tickets, etc.,	3,363 76
Enginemen, firemen and wipers	32,980 50
Conductors, baggagemen and brakemen	20,448 96
Laborers and switchmen at stations	22,030 80
Agents and clerks	31,748 16
Superintendence	23,635 78
Rents	8,836 74
Loss and damage (freight and baggage)	552 41
Loss and damage (stock killed, etc.,)	1,449 07
Injury to persons	1,042 22
Teaming freight, baggage and mails	96 23
Insurance	2,083 90
Miscellaneous expenses	10,049 04
Car hire balance	5,995 84
New York office expenses	1,672 67
Total	$446,758 37
Add for taxes	22,520 26
" interest and exchange	10,344 72
" Rent of Hudson Branch	7,616 65
Total	$487,240 00

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track	See page 3.	
16. New rail on new track		
17. New equipment		
18. New bridges and culverts (not including replacements)		
19. Real estate bought during the year		
20. New tools and machinery		
21. New buildings		
22. Total paid for new investment on the length of the company's lines since date of last report		
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly		
Total new investment		
24. For interest on bonds		
25. Dividends—rate per cent.—on preferred stock	None.	
26. Dividends—rate per cent.—on common stock		
Total payments in addition to operating expenses		

28. What amount of money have you expended for building roads out of the State, from proceeds arising from business done on your roads in this State?

None.

29. How was amount of dividends paid the past year—cash, stock, or otherwise? Specify amounts and manner of payment.

None.

GENERAL BALANCE SHEET, 1st OF OCTOBER, 1876.

Assets.	*Dollars. Cts.*	*Liabilities.*	*Dollars. Cts.*
Construction and Equipment account	10,132,845 76	Common stock	4,000,000 00
Stock of Material and Fuel; balance due from Agents. U. S. P. O. Department, Am. Express Co., and various individuals; Cash on hand; Securities held by the Company, and various operating assets	1,525,542 94	Preferred stock	1,000,000 00
		First Mortgage Land Grant Bonds	3,676,500 00
		Funded 1st Mortgage Land Grant Bonds	668,304 00
		Southern Extension Bonds	640,000 00
		Funded Southern Extension Bonds	114,784 00
		Consolidated Bonds	185,100 00
		Floating Debt	1,262,588 85
		Profit and loss	1,106 87
		Income account	110,004 98
Total	11,658,388 70	Total	11,658,388 70

1. What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient?

Full stop 400 feet from crossing.

2. What regulations govern your employes in regard to crossings of public highways. And are these regulations found to be sufficient.

Bell rung and whistle sounded.

3. What plaform and coupler between passenger cars do you use.

Miller coupler and Platform.

4. What kind of brakes do you use on passenger trains.

Westinghouse air brake.

UNITED STATES MAIL.

5. What is the compensation paid you by the United States Gouernment for the transportation of its mails, and on what terms of service.

$63.36 per mile per annum Elroy to St. Paul to Stillwater. $27, per mile per annum Stillwater Junction. Postal cars are furnished for exclusive use of P. O. department on day trains.

EXPRESS COMPANIES.

6. What express eompanies run on your road, and on what terms, and what conditions as to rates, use of track, machsnery, repairs of cars, etc,; what kind of business is done by them. ane do you take their freights at the depot, or at the office of such express companies.

The American Express Co. The freight is taken at the depots. They occupy one half space of baggage car, which is lighted, warmed and repaired by the railway company. Express Co., paying $60 for each day exclusive of Sundays.

TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular.

Cars of connecting roads and transportation companies are hauled in one train in the interchage of business, when such cars are used one cent per mile per car is paid to the owners, for actual distance run in our service.

SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they owned, and what charges are made in addition to the regular passenger rates.

Pullman Palace sleeping cars run on all passenger trains for the use of which this company pays two cents per mile run, which covers use of same and ordinary repairs; in case of accident this company pays cost of repairs.

About $1 for double berths is charged in addition to regular first class passenger fare.

ADDITIONAL QUESTIONS.

9. Have you required any additional charter rights or privileges under the special or general laws of this State, directly or indirectly, since your last report.

Reference is made to chapter 28 of the laws of Wisconsin for 1876 (Vol. 1, Page 34.)

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other State, since your last report.

Not any.

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

None acquired.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

None.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

None.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

North Wis. R. R. and St. Paul Still. & Taylor's F. R. R. have been granted the privilege of running over the track from North Wisconsin Junction to Stillwater Junction. They paying their proportion of repairs of track, based on use of same.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

Connection is made with all roads at junction points.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?

No.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly, or indirectly, since date of last report?

None.

18. What number acres sold and conveyed since date of your last report?

19,649.07.

19. Average price, per acre, realized?

$6.05.

20. To what corporations have you sold land? How much, and what price since the date of your last report?

None.

21. Number of acres now held by Company?

561,642.59.

22. Average price asked for lands now held by Company?

No estimate.

23. Value of donations of right of way or other real estate received since the date of your last report?

None.

24. Amount of city, county and town aid granted to Company in exchange for stock or otherwise? Specify particulars since date of last report.

None.

25. Total cash amount realized from such aid since date of your last report?

None.

26. Amount of land sold, but not conveyed, under contracts now in force?

123,131.24.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

$118,730.66.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

$166,180.20.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

$1,849.80.

30. Whole amount of cash received for stumpage, tresspasses, etc., since date of last report?

$2,055.06.

31. What have been your total receipts from lands sold, and contracted to be sold since the date of last report?

$230,026.04.

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

$1,228,511.21.

33. What is the amount now due the Company on lands sold, or contracted to be sold?

$485,746.48.

34. Are there any terminal points or places, on your lines in, or out, of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Elroy and St. Paul.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57, of the laws of 1876?

Tariffs hereto attached.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

— If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour. grain, live stock, agricultural implements, salt and coal.

Tariffs hereto attached.

37. *Have you made such advance or reduction on your rates of freight between other stations on your lines? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

Tariffs hereto attached.

38. What is your present tariff per mile for passengers, both through and local?

Local, four cents per mile; through, three cents per mile.

39. What proportion of the passengers carried by you, in this State, purchase round-trip tickets? 45 per cent. And what proportion purchase 500-mile tickets?

No round-trip tickets used in Wisconsin; 260 500-mile tickets sold over whole line.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

Tariffs hereto attached.

41. Has your company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquars? *If so, what is it, and is it enforced?*

Instant dismissal.

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*The "distance tariff," with both rates noted thereon, will be a sufficient answer.

ACCIDENTS.

Number of accident.	Statement of each Accident. Give name of person, date and place of accident.	Passengers. From causes beyond their control. Killed.	Passengers. From causes beyond their control. Injured.	Passengers. By their own misconduct or want of caution. Killed.	Passengers. By their own misconduct or want of caution. Injured.	Employes. From causes beyond their control. Killed.	Employes. From causes beyond their control. Injured.	Employes. By their own misconduct or want of caution. Killed.	Employes. By their own misconduct or want of caution. Injured.	Others. From causes beyond their control. Killed.	Others. From causes beyond their control. Injured.	Others. By their own misconduct or want of caution. Killed.	Others. By their own misconduct or want of caution. Injured.	Damages claimed.	Damages paid.
	Joseph Campbell, North Wisconsin Junction, October 19, 1875	....	....	....	....	....	....	....	1	....	....	....	....	Nothing.	*
	B. McAdams, Camp Douglas, November 25, 1875	....	....	....	....	....	....	....	1	....	....	....	....	.....	.....
	F. Hicks, Tunnel, December 20, 1875	....	....	....	....	....	....	....	1	....	....	....	....	.....	$200
	I. Gephart, Clayton, February 27, 1876	....	....	....	....	....	....	....	1	....	....	....	....	.....	.....
	O. Helgerson near Tunnel, March 17, 1876	....	....	....	....	....	....	....	....	....	....	....	1	.....	.....
	M. Jackman, near Wisconsin Valley Junction, April 8, 1876	....	....	....	....	....	1	....	....	....	....	....	....	.....	.....
	A. Devine, near Wisconsin Valley Junction, April 8, 1876	....	....	....	....	....	1	....	....	....	....	....	....	.....	†
	C. Larson, Hudson, April 4, 1876	....	....	....	....	....	....	....	1	....	....	....	....	.....	.....

*Various donations.

†Regular wages.

1. Of the above accidents, those numbered as follows were caused by broken rails.
Total No., None.
2. Of the above accidents those numbered as follows were caused by inattention of employes
Total No., None.
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2.
Notal No., None.
4. Of the above accidents those numbered as follows were caused by explosions.
Total No., None.
5. Amount paid as damages caused by fire from locomotives.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number Killed.	Amount Paid.
1. Cattle	32	$927 50
2. Horses		
3. Mules		
4. Sheep		
5. Hogs		
6. Total		

7. Amount claimed yet unsettled, or in litigation.
None.

STATE OF WISCONSIN, } ss.
County of St. Croix. }

E. W. Winter, General Superintendent, and C. D. W. Young, Auditor of the West Wisconsin Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and Agents of this Company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said Company, to the best of their knowledge and belief. Signed,

E. W. WINTER.
[SEAL] C. D. W. YOUNG,

Subscribed and sworn to before me, this eighteenth day of December, A. D. 1876.

D. M WHITE,
[SEAL] *Notary Public, St. Croix County, Wis.*

NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the Legislature in the creation of a Railroad Commission, is the compilation of facts and statistics connected with the building and operating of railroads in this State. The Commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The Commissioner will be happy to co-operate with the companies, and with all interested, in obtaining all possible information concerning building and operating railroads, and their management in general, to the end of establishing and building up an era of harmony and good will between the Companies, who transport, and the people who ship the commodities which form the commerce of our State. And any information or explanation in his possession will be cheerfully given upon request; and to promote this most desirable end, the Commissioner would solicit in making up these reports or otherwise, from railroad companies and others, any suggestions, explanations or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB,
Commissioner.

NOTE.—See sections of law concerning report of railroads to Commissioner on page—— of this report.

TABLE I.—Railroad lines and parts of lines in Wisconsin, with their locality, length of track, width of track, etc., for A. D. 1876.

NAME OF ROADS AND DIVISIONS OF ROADS IN WISCONSIN.	LOCATION OF LINES.		Mileage of divisions in Wisconsin.	Mileage of total lines operated in Wisconsin.	Length of Divisions.	Total mileage of lines operated.	Width of track in feet and inches.	Weight of rail in lbs. per yard.
	From—	To—						
Chicago, Milwaukee & St. Paul				685.00		1,420 00	4 ft. 8½ in.	56 to 60
La Crosse Division	Milwaukee	La Crosse	196.00		196.00			
Prairie du Chien Division	Milwaukee	P. d. Chien	193.00		193.00			
Madison Division	Watertown	Madison	37.00		37.00			
Northern Division	Milwaukee	Portage	96.00		96.00			
"	Horicon	Berlin	43.00		43.00			
"	Rush Lake	Winneconne	14.00		14.00			
"	Milwaukee	Schwartsb'g	6.00		6.00			
Southern Wisconsin Division	Milton	Monroe	42.00		42.00			
Chicago Division	Milwaukee	Ill. St. line	38.00		85.00			
Northern Division	Ripon	Oshkosh	20.00		20.00			
Iowa and Minnesota Division	McGregor	St. Paul			212.00			
River Division	N McGregor	McGregor			1.00			
River Division	La Crescent	St. Paul			128.00			
Iowa and Dakotah Division	Calmar	Algona			126.00			
Iowa and Minnesota Division	Conover	Decorah			10.00			
Iowa and Dakota Division	Austin	Mason City			40.00			
Iowa and Minnesota Division	Mendota	Minneapolis			9.00			
Hastings and Dakota Division	Hastings	Glencoe			75.00			
Illinois and Iowa Division	Sabula	Marion			87.00			
Chicago & Northwestern				474.95		1,992 08	4 ft. 8½ in.	56 to 60
Galena Division	Chicago	E Miss. R. B.			137.00			
" Freeport Line	Chicago	Freeport			121.00			
" Fox River Line	Elgin	Geneva Lake	8.70		44.50			
"	Batavia	St. Charles			5.60			

TABLE 1.—Continued.

NAME OF ROADS AND DIVISIONS OF ROADS IN WISCONSIN.	LOCATION OF LINES. From—	To—	Mileage of divisions in Wisconsin.	Mileage of total lines operated in Wisconsin	Length of Divisions.	Total mileage of lines operated.	Width of track in feet and inches.	Weight of of rail in lbs. per yard.
Iowa Division	E Miss. R. B.	Clinton			1.10			
	Clinton	Ced'r Rpd's			81.30			
	Ced'r Rpd's	Miss'uri Rv'			271.60			
	Clinton	Lyons			2.60			
	Stanwood	Tipton			8.50			
Madison Division	Belvidere	Madison	48.80		68.90			
	Madison	Elroy	74.20		74.20			
	Elroy	Win'a Jnc'n	54.90		54.90			
Milwaukee Division	Chicago	Milwaukee	40.00		85.00			
Wisconsin Division	Kenosha	Rockford	27.50		72.10			
	Chicago	Ft. Howard	171.40		242.20			
Peninsula Division	Ft. How'd	Mch' St' ln'	49.45		49.45			
Wisconsin Division	Chicago	Montrose			5.20			
Galena Division	Ch'S.B.Jn'n	River			4.50			
Peninsula Division	M'ch St.Ine	Escanaba			64.65			
	Escanaba	Lke Ang'lne			68.00			
	M'n l'neBr's	to Mines		[1] 474.95	38.60	[1] 1,500 90		
Iowa Division	Lyons	Anamosa			68.80			
Winona and St. Peter Division	Winona	Marshall			248.00			
	Marshall	State line			40.50			
	State line	Lk' Kmpsk'			38.50			
	M'kto Jnc'n	Mankato			3.75			
						[1] 399 55		
Northw'stn Un'n, (op'ratd by C.& N.W.Co.	Milwaukee	F'nd du Lac	62.63		62.63		4 ft 8½ in.	56 to 60
La Crosse, Trempealeau and Prescott R. R.	Wn'ona Jc'n	Winona	28.00	[2] 90 63	29.00	91 63	4 ft. 8½ in.	56 to 60

CHIPPEWA FALLS & WESTERN	Eau Claire.	Chip'a Falls	10.30	10.30	10.30	10.30	4 8½	56
GALENA & SOUTHERN WISCONSIN	Galena	Platteville	20.00	20.00	31.00	31.00	3	35
GREEN BAY & MINNESOTA				246.70		247.30	4 8½	52 to 56
Main Line	Green Bay	Miss. River.	213.00		213.00			
Branches	Marshl'ndJt	Winona	4.00		4.60			
Branches	do.	La Cross	29.70		29.70			
MADISON & PORTAGE	Madison	Portage City	39.00	39.00	39.00	39.00	4 8½	50
MILWAUKEE LAKE SHORE & WESTERN				125.60		125.60	4 8½	50 to 56
Main Line	Milwaukee	Appleton	119.60		119.60			
Two Rivers Division	Manitowoc	Two Rivers.	6.00		6.00			
MINERAL POINT				49.00		51.00	4 8½	56
Main Line	Mineral Pt.	Ill's State L	31.00		31.00			
Branch	Calamer	Platteville	18.00		18.00			
PINE RIVER VALLEY & STEVENS POINT	Lone Rock.	Richl,d Ce'r	16.00	16.00	16.00	16.00	3	
PRAIRIE DU CHEIN & MCGREGOR	Pr'ie du C'n	State Line	1.75	1.75	2.00	2.00	4 8½	56
SHEBOYGAN & FOND DU LAC	Sheboygan	Princeton	79.00	79.00	79.00	79.00	4 8½	45 to 56
Western Union				85.20		212.75	4 8½	56
Main Line	Racine	Rock Is. Jt.	68.70		192.00			
Eagle Branch	Eagle	Elkhorn	16.50		16.50			
Eagle Branch	Watertown	Hamp'n CM			4.25			
WEST WISCONSIN				217.50		217.50	4 8½	50 to 60
West Wisconsin Proper	St Croix L	Elroy	177.50		177.50			
North Wisconsin operated by West Wis.	N. Wis. Jt.	End of track	40 00		40.00			

TABLE I.—Continued.

NAME OF ROADS AND DIVISIONS OF ROADS IN WISCONSIN.	LOCATION OF LINES.		Mileage in division in Wisconsin.	Mileage of total lines operated in Wisconsin.	Length of division.	Total mileage of lines operated,	Width of track in feet and inches.	Weight of rail in lbs per yard.
	From—	To—						
Wisconsin Central	.....	.....	.....	401 00	.....	407 00	4 8½	54 to 57
Main line	Menasha	Sailor Cr'k.	184 00	.....	184 00	.....	.....	.....
Main line	Ashland	Penokee	29 00	.....	29 00	.....	.....	.....
Stevens Point and Portage branch	Stevens Pt.	Corning	65 00	.....	65 00	.....	.....	.....
Milwaukee and Northern division	Milwaukee	Green Bay	123 00	.....	129 00	.....	.....	.....
Wisconsin Valley	Tomah	Wausau	88 70	88 70	88 70	88 70	4 8½	50
Total	.....	.....	2,630 36	2,636 30	4,933 23	4,933 23	.....	.....

[1] Mileage upon which earnings and current and operating expenses are based. [2] Mileage of proprietory lines.
[3] mileage of other corporations which are operated by C. and N. W. R'y Co.

TABLE No. II—Capital Stock.

NAME OF COMPANY.	June 30, 1875.	Sept. 30, 1876.	Increase.	Per mile of road 1875.	Per mile of road 1876.	Increase per mile of road.
1. Chicago, Milwaukee and St. Paul	$27,673,744 00	$27,673,744 00	.....	$19,766 96	$19,766 96	.....
2. Chicago and Northwestern	36,484,253 82	36,687,904 96	203,651 14	24,308 25	24,443 94	$135 69
3. Galena and Southern Wisconsin	172,100 00	174,000 00	1,900 00	5,551 61	5,612 90	61 29
4. Green Bay and Minnesota	7,849,000 00	7,938,900 00	89,900 00	36,087 36	32,102 30	Dec. 3,985 06
5. Madison and Portage	304,300 00	394,300 00	.....	10,110 26	10,110 26	.....
6. Milwaukee, Lake Shore and Western	6,000,000 00	6,000,000 00	.....	47,770 70	47,770 70	.....
7. Mineral Point	1,200,000 00	1,200,000 00	.....	23,529 41	23,529 41	.....
8. Pine River Valley and Stevens Point	.....	50,000 00	50,000 00	.....	3,125 00	3,125 00
9. Prairie du Chien and McGregor	100,000 00	100,000 00	.....	50,000 00	50,000 00	.....
10. Sheboygan and Fond du Lac	1,398,200 00	1,410,500 00	12,300 00	17,698 73	17,854 43	155,70
11. Western Union	4,000,000 00	4,000,000 00	.....	18,801 41	18,801 41	.....
12. West Wisconsin	5,000,000 00	5,000,000 00	.....	28,169 01	28,169 01	.....
13. Wisconsin Central	200,000 00	200,000 00	.....	1,030 93	719 42	Dec. 311 51
14. Wisconsin Valley	551,000 00	551,000 00	.....	6,211 95	6,211 95	.....
15. Chippewa Falls & Western	31,500 00	31,800 00	300 00	3,088 25	3,087 38	29 13
16. Northwestern Union	.....	.....	.....	.....	.....	.....
17. La Crosse, Trempealeau and Prescott	.....	.....	.....	.....	.....	.....
18. Oshkosh and Mississippi	.....	.....	.....	.....	.....	.....
	$91,054,097 82	$91,412,148 96	358,051 14	$22,056 34	$21,463 03	$593 31
	.....	.....	358 051 14	.....	.....	.....
1875. For Wisconsin, $.53\frac{95}{100}$ per cent	49,123,685 77	.....	.....	.....	.....	.....
1876. For Wisconsin, $.55\frac{83}{100}$ per cent	.....	50,578,342 01	1,454,656 24	.....	$21,449 87	.....

NOTE.—Total capital stock for 1875 is figured on basis of 4123.25-100 miles or total miles of roads reporting capital stock.
Total capital stock for 1876 is figured on basis of 4250.05-100 miles or total miles of roads reporting capital stock.

TABLE No. II—Funded and unfunded debt.—Continued.

NAMES OF COMPANIES.	1875.	1876.	Funded and unfunded debt per mile of road 1875.	1876.
1. Chicago, Milwaukee and St. Paul	$27,552,897 39	$29,911,500 00		
2. Chicago and Northwestern	30,382,000 00	31,783,000 00		
3. Galena and Southern Wisconsin	266,591 35	289,572 09		
4. Green Bay and Minnesota	5,441,161 49	5,704,753 28		
5. Madison and Portage	625,000 00	600,000 00		
6. Milwaukee, Lake Shore and Western		566,074 52		
7. Mineral Point	320,000 00	377,987 41		
8. Pine River Valley, and Stevens Point		20,000 00		
9. Prairie du Chein and McGregor				
10. Sheboygan and Fond du Lac	1,670,309 13	1,670,177 20		
11. Western Union	3,874,973 00	3,886,117 00		
12. West Wisconsin	9,016,192 65	6,547,276 85		
13. Wisconsin Central	Not reported	Not reported		
14 Wisconsin Valley	1,906,597 69	1,830,552 59		
15. Chippewa Falls and Western		144,790 00		
16. Northwestern Union				
17. La Crosse, Trempealeau and Prescott				
18. Oshkosh and Mississippi	240 000 00	240,000 00		
	$81,295,722 76	$83,551,800 94	21,301 96	$20,913 83
		2,256,078 15		
1875. For Wisconsin, .53 95/100 per cent				
1876. For Wisconsin, .55 33/100 per cent				

NOTE.—Total funded and unfunded debt for 1875 is figured on basis of 3816.35-100 miles or total miles of roads reporting debt.
Total funded and unfunded debt for 1876 is figured on basis of 3995.05-100 miles or total miles of road reporting debt.

Table III—Cost of Road, Interest and Rentals.

ROAD.	COST OF ROAD AND EQUIPMENT.			PER MILE OF ROAD.		
	1875.	1876.	Increase.	1875.	1876.	Increase.
1. Chicago, Milwaukee & St. Paul.	54,647,902 35	55,804,476 35	1,156,574 00	39,034 22	39,860 34	826 12
2 Chicago & Northwestern..	67,369,713 56	68,504,514 28	1,134,800 72	44,886 21	45,642 29	756 08
3. Galena & Southern Wisconsin ..	444,201 89	472,569 45	28,317 56	14,330 71	15,244 18	913 47
4. Green Bay & Minnesota.... . .	12,086,134 25	12,230,565 43	144,431 18	55,568 43	49,456 39	Dec'r. 6,112 04
5. Madison & Portage.....	920,950 00	920,990 00	40 00	23,614 10	23,615 13	1 03
6. Mil., Lake Shore & Western....	6,302,737 99	6,462,324 95	159,586 96	50,181 03	51,451 63	1,270 60
7. Mineral Point.....	1,131,175 00	1,131,175 00	....	22,179 90	22,179 90	
8. Pine River Val. & Stevens Point	.....	68,469 00	68,469 00	.....	4,279 31	.....
9. Prairie du Chien & McGregor...	99,610 00	100,000 00	390 00	49,805 00	50,000 00	195 00
10. Sheboygan & Fond du Lac.....	2,839,097 65	2,849,402 25	10,304 60	35,937 94	36,068 38	130 44
11. Western Union.	7,982,543 00	8,036,068 00	53,525 00	37,520 77	37,772 35	251 58
12. West Wisconsin.....	10,430,737 04	10,132,845 76	Dec'r. 297,891 28	58,764 71	57,086 45	Dec'r. 1,678 26
13. Wisconsin Central.....	7,091,163 80	8,836,555 81	1,74. ,392 01	36,552 39	31,786 17	Dec'r. 4,766 22
14. Wisconsin Valley..	1,901,542 11	2,002,625 50	101,083 39	21,437 90	22,577 51	1,139 61
15. Chippewa Falls and Western....	....	177,622 39	....	.....	17,244 89	....
	$173,247,558 64	$177,730,204 17	†$4,482,645 53	*$42,071 31	*$41,730 01	Av Dec $341 30

1876—In Wisconsin, 55 33-100ths per cent., or $98,343,453.67.

*Average cost per mile of road. †Nett Increase.

NOTE.—Operating expenses and interest and rentals:

	1875.	1876.
Operating expenses.....	15,598,565 45	15,076,825 71
Interest and rentals	5,822,823 96	6,136,725 03
	21,421,389 41	21,213,550 74
Decrease.....		207,838 67

The total cost and equipment per mile of road is figured for 1875 on basis of 4,117 95-100 miles.
For 1876 on basis of 4,259 05-100 miles.

TABLE III.—Cost of Road, Interest and Rentals—Continued.

ROAD.	INTEREST AND RENTALS.			PER MILE OF ROAD.		
	1875.	1876.	Increase.	1875.	1876.	Increase.
1. Chicago, Milwaukee and St. Paul	1,981,273 49	2,105,613 62	124,340 13	1,415 20	.....	.....
2. Chicago and Northwestern	3,316,389 45	3,492,362 46	175,973 01	2,209 60	2,326 84	117 24
3. Galena and Southern Wisconsin	.....	.....	.....	.....	.....	.....
4. Green Bay and Minnesota	60,000 00	71,945 60	11,945 60	275 86	290 92	15 06
5. Madison and Portage	.....	.....	.....	.....	.....	.....
6. Milwaukee, Lake Shore and Western	.....	10,238 48	10,238 48	.....	81 52	81 52
7. Mineral Point	37,000 00	32,000 00	Dec'r. 5,000 00	725 49	627 45	Decr 98 04
8. Pine River Valley and Stevens Point	.....	.....	.....	.....	.....	.....
9. Prairie du Chien and McGregor	.....	.....	.....	.....	.....	.....
10. Sheboygan and Fond du Lac	.....	.....	.....	.....	.....	.....
11. Western Union	243,950 00	245,910 00	1,960 00	1,146 65	1,155 86	9 21
12. West Wisconsin	.....	.....	.....	.....	.....	.....
13. Wisconsin Central	137,654 85	167,404 87	29,750 02	495 16	602 18	107 02
14. Wisconsin Valley	46,556 17	.....	Dec'r. 46,556 17	.....	.....	.....
15. Chippewa Falls and Western	.....	11,250 00	11,250 00	.....	1,092 23	.....
	5,822,823 96	6,136,725 03	Inc 365.457 24 Dec'r. 51,556 17 313,901 07	*1,589 26	*1,604 01	.....

The total proportion of cost of all the roads reporting applicable to State of Wisconsin for 1875 was $93,280,508.53 figured on the mileage basis. Mileage used, 2,217 20-100.
Total cost for 1876, applicable to Wisconsin, was $98,345,114.57 on mileage basis. Miles used, 2,356 70-100.
Increase, $5,064,606.04.

TABLE No. IV.—Business of the year ending September 30, 1876—Movement of Trains.

	Number of miles run by passenger trains.	In Wisconsin	Miles run by freight and mixed trains.	In Wisconsin	Miles run by constructi'n and other trains.	In Wisconsin	Total train miles run.	In Wisconsin
Chic., Mil. & St. Paul	1,155,239	694,898	3,377,884	2,008,378	396,950	221,504	4,930,073	2,924,780
Chicago & Northwestern	2,478,433	842,692	6,405,668	2,182,236	698,402	102,609	9,582,503	3,127,537
Galena & Southern Wisconsin[1]	.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota	132,074	132,074	112,160	112,160	82,105	82,105	326,339	326,339
Milwaukee, Lake Shore & Western	46,533	46,533	93,471	93,471	44,583	44,583	184,587	184,587
Mineral Point[2]	.....	.....	69,264	.....	4,200	.....	73,464	72,216
Pine River & Stevens Point	.....	.....	.....	.....	.....	.....	.....	.....
Prairie du Chien & McGregor[3]	.....	.....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac	63,882	63,882	59,692	59,692	29,289	29,289	152,863	152,863
Western Union	282,957	.....	455,482	.....	19,905	.....	758,344	.....
West Wisconsin[4]	229,832	.....	285,492	.....	80,565	.....	595,889	.....
Wisconsin Central	276,884	276,884	360,072	360,072	44,759	44,759	681,715	681,715
Wisconsin Valley	59,470	59,470	79,351	79,351	21,000	21,000	159,821	159,821
Chippewa Falls & Western	12,896	12,896	6,448	6,448	.....	.....	19,344	19,344
Madison & Portage	117	117	25,111	25,111	3,000	3,000	28,228	28,228
Total	4,738,317	2,129,446	11,330,095	4,926,919	1,424,758	548,849	17,493,170	7,677,430

[1] Not given. [2] No passenger trains. [3] No record. [4] No record in Wisconsin.

Table V.—Transportation of Passengers, as per Report of 1876.

Name of Company.	Total number of passengers carried.	In Wisconsin	Total number passengers carried one mile.	Passengers carried one mile in Wisconsin.	Av. mileage of each passengers.	In Wisconsin	Hig'st speed pass. trains.
Chicago, Milwaukee & St. Paul	1,164,484	791,564	60,117,771	37,030,344	49½	44⅔	30
Chicago & Northwestern	3,275,377	.....	113,482,146	.....	34.64	.....	30½
Galena & Southern, Wisconsin[1]	.....	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota	56,306	56,306	2,087,250	2,087,250	$37\frac{83}{1126}$	$37\frac{83}{1126}$	25
Milwaukee, Lake Shore & Western	53,220	53,220	1,542,759	1,542,7 9	29	29	35
Mineral Point	28,826	.....	576,. 20	.....	20	.....	.....
Pine River Valley & Stevens Point[2]	.....	.....	.....	.....	.....	.....	.....
Prairie du Chien & McGregor[3]	.....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac	45,558	45,558	761,370	761,370	16⅔	16⅔	25
Western Union	253,447	.....	6,433.819	.....	25.39	.....	25
West Wisconsin	126,180	.....	6,085,661	.....	48.23	.....	.....
Wisconsin Central	167,135	167,135	5,960,952	5,960,952	35.665	.....	25
Wisconsin Valley	37,013	37,013	992,958	992,958	.....	.....	24
Chippewa Falls & Western	40,640	40,640	406,400	406,400	10	10	25
Madison & Portage[4]	.....	.....	.....	.....	.....	.....	.....
Total	5,248,186	1,191,436	198,447,606	.....	.....	.....	.....

[1] Not reported. [2] New road and no report given of passenger travel. [3] Given in report of Chicago, Milwaukee & St. Paul Railway Company; this road is simply a bridge across the Mississippi River. [4] Included in report of Chicago, Milwaukee & St. Paul.

TABLE No. VI.—Tonnage of the several kind of freight named, as per reports of 1876.

NAME OF COMPANY.	Grain.	Flour.	Provisions.	Salt, cement, wood, lime, etc.	Manufactures, including agl implements, furniture and wagons.	Live stock.	Lumber and other products of the forest.	Iron and other minerals.	Stone, brick, and lime etc.	Coal.	Merchandise.	Total number tons carried.
Chicago, Mil., & St. Paul	613,269	196,167	22,815	20,666	24,443	52,445	287,980	33,268	38,561	85,147	454 550	1,829,311
Chicago & Northwestern	(1)											5,099,217
Galena & Southern Wisconsin	3,396	266			50	1,224	2,916	652	68		5,684	14,256
Green Bay & Minnesota	27,227	2,593	879	2,125	1,342	317	40,057	93	9,529	3,841	7,941	95,944
Mil., Lake Shore & Western	10,305	1,660	2,956	1,192	7,320	159	23,837		5,215	763	12,665	66,072
Mineral Point	13,726	35	232	753	623	9,721	4,923	18,415	190	2,566	8,670	59,859
Pine River & Stevens Point												
Prairie du Chien & McGregor	(2)										(3)	400,000
Sheboygan & Fond du Lac	24,552	3,042	1,965	4,917	3,013	705	15,718	180	6,773	7,489	10,200	78,554
Western Union	156,284	3,946	5,641	2,767	15,349	20,558	80,026	5,903	13,565	85,919	66,897	456,855
West Wisconsin	(4)											
Wisconsin Central	29,776	10,384	6,831	2,947	5,611	5,554	120,321	3,951	2,830	4,767	22,488	215,463
Wisconsin Valley	1,735	228	478	70	537	121	58,365	57	483	31	4,128	66,237
Madison & Portage	(5)											
Chippewa Falls & Western	1,698	1,160	83	158		80	30		210	263	3,364	7,046
Total	881,968	219,481	41,880	35,595	58,293	90,884	634,173	62,519	77,424	190,786	593,587	8,388,814

[1] Tonnage given in gross but not in different commodities. [2] No record kept of different articles. [3] Estimated. [4] No record kept.
[5] Included in report of Chicago, Milwaukee & St. Paul.

TABLE VII.—Total earnings for year ending September 30, 1876.

NAME OF COMPANY.	PASSENGERS.		FREIGHT.	
	Whole line.	Wisconsin	Whole line.	Wisconsin.
1. Chicago, Milwaukee and St. Paul	$1,894,102 33	$1,104,274 83	$5,804,297 28	$3,881,254 30
2. Chicago and Northwestern	3,167,286 71	731,135 68	8,778,035 81	1,977,277 92
3. Galena and Southern Wisconsin	5,503 39	*3,668 92	13,620 45	*9,080 30
4. Green Bay and Minnesota	81,979 55	81,979 55	205,799 42	205,799 42
5. Madison and Portage	12,522 46	12,522 46	19,292 28	19,292 28
6. Milwaukee, Lake Shore and Western	54,131 38	54,131 38	92,394 51	92,394 51
7. Mineral Point	23,332 74	*22,417 50	88,634 11	*85,158 26
8. Pine River Valley, and Stevens Point†	.....	.....	.....	.....
9 Prairie du Chien and McGregor‡	.....	.....	55,081 00	48,195 00
10. Sheboygan and Fond du Lac	40,742 80	40,742 80	83,092 31	83,092 31
11. Western Union	227,004 10	*90,908 40	838,138 53	*335,729 75
12. West Wisconsin	257,598 95	231,648 91	547,445 59	491,808 24
13. Wisconsin Central	208,340 38	208,340 38	470,040 71	470,040 71
14. Wisconsin Valley	49,382 73	49,382 73	132,457 98	132,457 98
15. Chippewa Falls and Western	19,470 03	19,470 03	11,590 16	11,590 16
Total	6,041,397 55	2,650,623 57	17,139,920 14	7,843,171 14

* Estimated. † Not given, new road just put in operation. Narrow guage. ‡ Not given.

TABLE VII.—Total earnings for year ending September 30, 1876.—Continued.

NAME OF COMPANY.	MAILS, EXPRESS AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1. Chicago, Milwaukee and St. Paul	$417,372 98	$257,626 23	$8,115,772 59	$5,243,155 36
2. Chicago and Northwestern	630,078 24	165,611 57	12,575,400 76	2,874,025 17
3. Galena and Southern Wisconsin	1,[illegible]34 [illegible]0	*1,023,00	20,658 34	*13,772 22
4. Green Bay and Minnesota	18,493 44	18,493 44	306,272 41	306,272 41
5 Madison and Portage	2,344 80	2,344 80	34,159 54	34,159 54
6. Milwaukee, Lake Shore and Western	8,681 75	8,681 75	155,207 64	155,207 64
7. Mineral Point	3,742 92	*3,[illegible]96 11	115,709 77	*111,171 69
8. Pine River Valley and Stevens Point†	.....	.....	.....	1,421 00
9. Prairie du Chien and McGregor‡	.....	.....	55,081 00	48,195 00
10. Sheboygan and Fond du Lac	6,448 44	6,448 44	130,013 55	130,013 55
11. Western Union	46,111 42	*18,467 10	1,111,254 05	*445,023 45
12. West Wisconsin	37,483 54	33,675 15	842,528 08	757,132 30
13. Wisconsin Central	31,554 60	31,554 60	709,935 69	709,935 69
14. Wisconsin Valley	7,047 95	7,047 95	188,888 66	188,888 66
15. Chippewa Falls and Western	783 92	783 92	31,844 11	31,844 11
Total	1,211,678 50	555,354 06	24,392,726 19	11,050,217 79

*Estimated. †Not given, new road just in operation. Narrow gauge. ‡Not given.

TABLE VIII.—Tons carried—Showing increase and decrease.

NAME OF COMPANY.	TONS CARRIED.					
	On whole line.		In Wisconsin.		Increase.	Decrease.
	1875.	1876.	1875.	1876.		
1. Chicago, Milwaukee and St. Paul	1,557,169	1,829,311	857,404	931,770	74,366	.....
2. Chicago and Northwestern	3,153,315	5,099,217	.....(1).....	.....(1).....	.....	.....
3. Galena and Southern Wisconsin	.....(2).....	14,256	.....(2).....	9,504	.....	.....
4. Green Bay and Minnesota	91,790	95,944	91,790	95,944	4,154	.....
5. Madison and Portage[3]	.....	.....	.....	.....	.....	.....
6. Milwaukee, Lake Shore and Western	.....(2).....	66,072	.....(2).....	66,072	.....	.....
7. Mineral Point	61,865	59,859	58,439	57,487	.....	1,372
8. Pine River Valley and Stevens Point[2]	.....	.....	.....	.....	.....	.....
9. Prairie du Chien and McGregor[2]	.....	.....	.....	.....	.....	.....
10. Sheboygan and Fond du Lac	53,214	78,554	53,214	78,554	25,340	.....
11. Western Union	389,895	456,855	.....(1).....	.....(1).....	.....	.....
12. West Wisconsin[2]	.....	.....	.....	.....	.....	.....
13. Wisconsin Central	176,380	215,464	176,380	215,464	39,084	.....
14. Wiconsin Valley	36,866	66,237	36,866	66,237	29,371	.....
15. Chippewa Falls and Western	.....	7,046	.....	7,046	.....	.....
Total	5,520,494	7,988,815	1,274,093	1,528,078	.....	.....
Increase	.....	468,321	.....	253,985	.....	.....
Increase, per cent	.....	.08 4-10	.....	.19 9-10	.....	.....

[1] Not given for Wisconsin. [2] No report. [3] Included in C., M. & St. Paul R'y.

TABLE VIII.—Tons Carried one mile—Showing increase and decrease—Continued.

NAME OF COMPANY.	TONS CARRIED ONE MILE.					
	On whole line.		In Wisconsin.		Increase.	Decrease.
	1875.	1876.	1875.	1876.		
1. Chicago, Milwaukee and St. Paul	232,530,091	284,799,153	158,120,462	187,181,974	29,061,512	.....
2. Chicago and Northwestern	454,546,463	474,399,761	.....(1).....	.....(1).....	.....	.....
3. Galena and Southern Wisconsin[2]	.....	.....	.....	.....	.....	.....
4. Green Bay and Minnesota	9,768,512	10,060,530	9,768,512	10,060,530	292,018	.....
5. Madison and Portage[3]	.....	.....	.....	.....	.....	.....
6. Milwaukee, Lake Shore and Western	..... (. ...	3,695,341	..... (2).....	3,695,341	.....	.....
7. Mineral Point	41,941,545	1,975,347	41,584,300	1,611,883	.....	.....
8. Pine River Valley and Stevens Point[2]	.....	.....	.....	.....	.....	.....
9. Prairie du Chien and McGregor[2]	.....	.....	.....	.....	.....	.....
10. Sheboygan and Fond du Lac	2,128 560	3,142,160	2,128,560	3,142,160	1,013,600	.....
11. Western Union	43,598,652	47,792,319	.....	.....	.....	.....
12. West Wisconsin	.....	26,096.130	.....	.....	.....	.....
13. Wisconsin Central	14,730,688	21,647,694	14,730,688	21,647,694	6,917,006	.....
14. Wisconsin Valley	1,605,643	5,261,203	1,605,643	5,261,203	3,610,561	.....
15. Chippewa Falls and Western	.....(5).....	70,460	.....(5).....	70,460	.....	.....
Total	760,350,154	878,940,098	187,938,155	232,671,245	.....	.....
Increase	.....	118,089,944	.....	44,733,080	.....	.....
Increase, per cent	.....	.15 5-20	.....	23 8-10	.....	.....

[1] Not given for Wisconsin. [2] No report. [3] Included in C., M. & St. Paul R'y Report. [4] 49-51 per cent. for Wisconsin. [5] Included in West Wis. Report.

TABLE No. IX.—Train Mileage showing Increase and Decrease.

	Passenger Train Mileage.				Freight and Mixed Train Mileage.			
	1875.	1876.	Increase.	Decrease.	1875.	1876.	Increase.	Decrease
1. Chicago, Mil. and St. Paul	1,063,316	1,155,239	91,923	.....	3,160,752	3,377,884	217,132	.....
2. Chicago and Northwestern	2,720,856	2,478,433	.....	242,423	6,378,271	6,405,668	27,397	.....
3. Galena and Southern Wisconsin[1]	.....	.....	.....	.....	.....	.....	.....	.....
4. Green Bay and Minnesota	134,590	132,074	.....	2,516	110,405	112,160	1,755	.....
5. Madison and Portage	.....	117	117	.....	23,358	25,111	1,753	.....
6. Mil., Lake Shore and Western	(2).....	46,533	46,533	.....	.....	93,471	93,471	.....
7. Mineral Point	(3).....	.....	.....	.....	53,836	69,264	15,428	.....
8. Pine R. Valley and Stev. Point[1]	.....	.....	.....	.....	.....	.....	.....	.....
9. Prairie du Ch'n and McGregor	.....	.....	.....	.....	.....	.....	.....	.....
10. Sheboygan and Fond du Lac	28,697	63,882	35,185	.....	53,361	59,692	6,331	.....
11. Western Union	230,211	282,957	52,746	.....	452,911	455,482	2,571	.....
12. West Wisconsin	(4).....	229,832	229,832	.....	.....	285,492	285,492	.....
13. Wisconsin Central	140,329	276,884	136,555	.....	295,874	360,072	64,198	.....
14. Wisconsin Valley	45,931	59,470	13,539	.....	50,560	79,351	28,791	.....
15. Chippewa Falls and Western	(5).....	12,896	12,896	.....	.....	6,448	6,448	.....
Total	4,363,930	4,738,317	619,326	244,939	10,579,328	11,330,095	750,767	.....
Net increase	.....	.....	374,387	.....	.....	.....	.....	.....
Increase per cent	.....	.....	.08 6-10	.....	.....	.....	.....	.....

[1] No report. [2] Not reported. [3] No passenger trains. [4] No record. [5] No report.

TABLE No. IX.—Train Mileage, etc.—continued.

	Passenger and Freight (and Mixed) Train Mileage.				Construction and Service-train Mileage.	
	1875.	1876.	Increase.	Decrease.	1875.	1876.
1. Chicago, Milwaukee and St. Paul	4,224,068	4,533,123	309,055	.....	315,530	396,950
2. Chicago and Northwestern	9,099,127	8,884,101	.....	215,026	422,874	698,402
3. Galena and Southern Wisconsin[1]	.....	.....	.....	.....	.....	.....
4. Green Bay and Minnesota	244,995	244,234	.....	761	105,255	82,105
5. Madison and Portage	.....	25,228	25,228	.....	.....	3,000
6. Milwaukee, Lake Shore and Western	.....	130,004	130,004	.....	.....	44,583
7. Mineral Point	53,836	69,264	15,428	.....	4,200	4,200
8. Pine River Valley and Stevens Point	.....	.....	.....	.....	.....	.....
9. Praire du Chien and McGregor	.....	.....	.....	.....	.....	.....
10. Sheboygan and Fond du Lac	82,058	123,574	41,516	.....	3,010	29,289
11. Western Union	683,222	738,439	55,217	.....	43,970	19,905
12. West Wisconsin	.....	515,324	515,324	.....	.....	80,565
13. Wisconsin Central	436,203	636,956	200,753	.....	115,210	44,779
14. Wisconsin Valley	96,491	138,821	42,330	.....	.....	21,000
15. Chippewa Falls and Western	.....	19,344	19,344	.....	.....	.....
Total	14,920,000	16,058,412	1,374,199	215,787	1,010,049	1,424,758
Net increase	.....	.....	1,138,412	.....	.....	414,709
Increase per cent	.....	.....	.07 6-10	.....	.....	.04 1-10

[1] No report.

TABLE No. X.—Comparative statement showing—Number of passengers carried.

NAME OF COMPANY.	NUMBER OF PASSENGERS CARRIED.							
	On whole line.		In Wisconsin.		Increase.	Decrease.	Per cent.	
	1875.	1876.	1875.	1876.			Incr.	Dec.
1. Chicago, Milwaukee and St. Paul.	1,026,229	1,164,484	670,472	791,564	108,530	.....	.161	.....
2. Chicago and Northwestern.....	3,084,307	3,275,377	.....	.....	191,070	.....	.058	.....
3. Galena and Southern Wisconsin...	.....(1).....	.....(1).....	.....	.....	.....	.....	.....	.....
4. Green Bay and Minnesota	56,584	56,306	56,884	56,306	.....	578	.....	.01
5. Madison and Portage	12,562	.....(2).....	[6]12,562	.....(2).....	.....	.....	.....	.....
6. Milwaukee, Lake Shore and West'n	.....(3).....	53,220	.....	53,220	.....	.....	.....	.....
7. Mineral Point.....	421,499	[4]28,826	20,639	27,673	7,327	.....	.026	.....
8. Pine River Valley and Stevens Pt.	.....	.....	.....	.....	.....	.....	.....	.....
9. Prairie du Chien and McGregor...	.....	.....	.....	.....	.....	.....	.....	.....
10. Sheboygan and Fond du Lac.....	56,300	45,558	56,300	45,558	.....	10,742	.....	.236
11. Western Union	213,028	253,447	.....(5).....	.....	40,419	.....	.159	.....
12. West Wisconsin	.....(3).....	126,180	.....	.....	.....	.....	.....	.....
13. Wisconsin Central	143,023	167,135	143,023	167,135	24,112	.....	.144	.....
14. Wisconsin Valley.....	14,675	37,013	14,675	37,013	22,338	.....	.603	.....
15. Chippewa Falls and Western.....	.....(5).....	40,640	.....	40,640	.....	.....	.....	.....
Total	4,628,507	5,248,186	974,555	1,219,109	.....	.....	.....	.....
Increase.....	.....	619,679	.....	244,554	.....	.....	.....	.....
Per cent.....	.....	13.39	.....	25.09	.....	.....	.....	.....

1 Not given. 2. Included in C. M. & St. Paul figures for 1875 in making percentage of increase. 3. No record. 4. Ninety-six per cent for Wisconsin. 5. Not given for Wis. 6. Included in C. M. & St. Paul Report.

TABLE No. X.—Comparative statement showing—Number of passengers carried one mile—Continued.

NAME OF COMPANY.	NUMBER OF PASSENGERS CARRIED ONE MILE.							
	On whole line.		In Wisconsin.		Increase.	Decrease.	Per cent.	
	1875.	1876.	1875.	1876.			Incr.	Dec.
1. Chicago, Milwaukee and St. Paul..	53,847,931	60,117,771	32,615,594	37,030,344	64115,885	.....	.135	.....
2 Chicago and Northwestern.....	106,123,087	113.482,146	.....	.....	7,359,059	.....	.065	.....
3. Galena and Southern Wisconsin...	.....(1).....	.....(1).....	.....	.....	.....	.....	.....	.....
4. Green Bay and Minnesota.....	2,540,608	2,087,250	2,540,608	2,087,250	.....	453,358	.....	.217
5. Madison and Portage.....	6298,865	.....	6298,865	.....	.....	.....	.....	.....
6. Milwaukee, Lake Shore and West'n	.....	1,542,759	.....	1,542,759	.....	.....	.....	.....
7. Mineral Point.....	303,017	576,520	290,896	553,459	273,563	.....	.....	.....
8. Pine River Valley and Steven's Pt.	.....	.....	.....	.....	.....	.....	.....	.....
9 Prairie du Chien and McGregor...	.....	.....	.....	.....	.....	.....	.....	.....
10. Sheboygan and Fond du Lac.....	957,100	761,370	957,100	761,370	.....	195,730	.....	257
11. Western Union	5,820,730	6,433,819	.....(5).....	.....	613,089	.....	.095	.....
12. West Wisconsin	.....(3).....	6,085,661	.....	.....	.....	.....	.....	.....
13. Wisconsin Central.....	5,340,070	5,960,952	5,340,070	5,960,952	620,882	.....	.104	.....
14. Wisconsin Valley.....	626,885	992,958	626,885	992,958	366,073	.....	.37	.....
15. Chippewa Falls and Western	.....	406,400	.....	406,400	.....	.....	.....	.....
Total	175,858,293	198,447,606	42,670,018	49,335,492	.....	.....	.....	.....
Increase.....	.....	22,589,313	.....	6,665,474	.....	.....	.....	.....
Increase per cent.....	.....	12.85	.....	15.6	.....	.....	.....	.....

1. Not given. 3. No report. 5. Not given in Wis. 6. Included in C. M. & St. P. figures for 1875 in makin percentage of increase.

TABLE XI.—Passenger earnings for the year ending September 30, 1876.

NAME OF COMPANY.	Total passenger earnings.		Passenger earnings per mile of road.		Passenger earnings per train mile.	
	Total line.	Wisconsin.	Total line.	Wisconsin.	Total line.	Wisconsin.
1. Chicago, Milwaukee and St. Paul	$1,894,102 33	$1,104.274 83	$1,352 93	$1,660 56	.....	$1 59.
2. Chicago and Northwestern	3,167,286 71	731,135 68	2,110 26	1,539 40	$1 27.7	.....
3. Galena and Southern Wisconsin	5,503 39	3,668 92	177 52	177 52	28.4	28.4
4. Green Bay and Minnesota	81,979 55	81,979 55	383 08	383 08	62.	62.
5 Madison and Portage	12,522 46	12,522 46	321 09	321 09	1 49.	1 49.
6. Milwaukee, Lake Shore and Western	54,131 38	54,131 38	430 98	430 98	29.33	29.33
7. Mineral Point	23,332 74	22,417 50	463 40	463 40	32.	32.
8. Pine River Valley and Stevens Point	.....	.....	.....	.....	.....	.....
9. Prairie du Chien and McGregor	.....	.....	.....	.....	.....	.....
10. Sheboygan and Fond du Lac	40,742 80	40,742 80	512 31	512 31	63.33	63.33
11. Western Union	227,004 10	90,908 40	1,067 00	1,067 00	80.	.....
12. West Wisconsin	257,598 95	231,648 91	1,200 79	1,200 79	1 12.	1 12.
13. Wisconsin Central	208,340 38	208,340 38	586 87	586 87	75.2	75.2
14. Wisconsin Valley	49,382 73	49,382 73	556 75	556 75	83.03	83.03
Chippewa Falls and Western	19,470 03	19,470 03	1,884 19	1,884 19	1 50.9	1 50.9
Total	$6,041,397 55	$2,650,623 57	$11,047 17	$10,783 94	.....	.....

TABLE XII.-Roads and Mileage.

Name of Company.	Mileage for Road Owned.				Mileage Used in Dividing Revenue.			
	Whole Line.		Wisconsin.		Whole line.		Wisconsin.	
	1875.	1876.	1875.	1876.	1875.	1876.	1875.	1876.
Chicago, Milwaukee & St. Paul	1,399.	1,400.	665.	665.	1,399.	1,400.	665.	665.
Chicago & Northwestern	1,500.90	1,500.90	474.95	474.95	1,500.9	1,500.9	.....	.....
Galena & Southern Wisconsin	31.	31.	20.	20.	.....	31.	.....	20.
Green Bay & Minnesota	217.5	247.30	217.50	246.70	217.50	247.3	217.5	247.3
Madison & Portage	39.	39.	39.	39.	39.	39.	39.	39.
Milwaukee, Lake Shore & Western	125.6	125.60	125.60	125.60	.....	125.6	.....	125.6
Mineral Point	51.	51.	49.	49.	51.	51.	49.	49.
Pine River Valley & Stevens Point	.....	16.	.....	16.	.....	16.	.....	16.
Prairie du Chien & McGregor	2.	2.	1.75	1.75	2.5	2.	1.75	1.75
Sheboygan & Fond du Lac	79.	79.	79.	79.	79.	79.	79.	79.
Western Union	212.75	212.75	85.20	82.20	212.75	212.75	.....	.....
West Wisconsin	177.50	177.5	177.50	177.50	248.4	241.2	.....	.....
North Wisconsin*	40.	40.	40.	40.				
Wisconsin Central	194.	278.	194.	278.	294.	355.	294.	355.
Wisconsin Valley	88.70	88.70	88.70	88.70	88.70	88.70	88.70	88.70
Chippewa Falls & Western	10.30	10.30	10.30	10.30	.....	10.30	.....	10.30
Northwestern Union*	62.63	62.63	62.63	62.63	.....	.....	.....	.....
La Crosse, Trempealeau & Prescott*	28.	28.	28.00	28.	.....	.....	.....	.....
Milwaukee & Northern*	123.	123.	123.	123.	.....	.....	.....	.....
Oshkosh & Mississippi*	20.	20.	20.	20.	.....	.....	.....	.....
	4,401.88	.....	2,501.13	.....	4,132.75	.....	1,433.95	.....
	.....	4,532.68	.....	2,630.33	.....	4,399.75	.....	1,696.65

* Not used in calculations. No report or included with other roads.

TABLE No. XIII—*Passenger earnings for whole road and per mile of road.*

Road.	Passenger Earnings.						Pass. Earnings per mile of Road.			
	On Whole Line.		In Wisconsin.				In Wisconsin.			
	1875.	1876.	1875.	1876.	Increase.	Decrease.	1875.	1876.	Increase.	Decrease
1. Chicago. Mil. & St. P...	$1,777,777 54	$1,894,102 33	$1,016,990 22	$1,104,274 83	$87,284 61	.....	$1,529 31	$1,660,56	$131 25	.....
2. Chicago & Northwest'n	3,184,788 25	3,167,286 71	Not computed	for Wisconsin	.....	.....	.....	1,539 40	.....	.....
3. Galena & South Wis....	Not in operat'n	5,503 39	.....	3,668 93	.....	.....	.....	177,52	.....	.....
4. Green Bay & Minnesota	83,801 26	81,979 55	83,801 26	81,979 55	.....	$1,821 71	391 59	383 08	.....	$8 51
5. Madison & Portage.....	9,828 64	12,522 46	9,828 64	12,522 46	2,693 82	.....	252 02	321 09	69 07	.....
6. Mil. L. S. & Western...	Not reported.	*54,131 38	Not reported.	*54,131 38	.....	.....	.....	430 98	.....	.....
7. Mineral Point.....	*16,197 29	†23,332 74	15,549 40	22,399 43	6,850 03	.....	317 59	463 40	145 81	.....
8. P. R. V. & Stevens Pt..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9. Pr. du C. & McGregor...	2,100 00	.....	1,800 00	.....	.....	.....	.....	.....	.....	.....
10. Sheboygan & F. du L...	39,332 71	40,742 80	39,332 71	40,742 80	1,410 09	.....	497 33	512 31	14 48	.....
11. Western Union.....	208,593 79	227,004 10	Not given	for Wisconsin	.....	.....	980 46	1,067 00	86 54	.....
12. West Wisconsin	272,084 53	257,598 95	Not given for W	231,648 91	.....	.....	.....	1,200 79	.....	.....
13. Wisconsin Central.....	178,569 93	208,340 38	178,569 93	208,340 38	29,770 45	.....	607 38	586 87	.....	20 51
14. Wisconsin Valley.....	30,777 06	49,382 73	30,777 06	49,382 73	18,605 67	.....	346 86	556 75	209 89	.....
15. Chip. Falls & Western..	.....	19,470 03	.....	19,470 03	.....	.....	.....	1,884 19	.....	.....
Total...	5.803,851 00	6,041,397 55	1,376,649 22	1,596,912 52	.....	.....	.....	.....	.....	.....
Increase.....	.....	237,546 55	.....	220,263 30	.....	.....	.....	.....	.....	.....
Per cent.....	.....	.04 03-100	.....	.16	.....	.....	.....	.....	.....	.....

* For 10 months only. † 96 per cent. for Wisconsin.

Passenger earnings per mile of road, whole line, 1875..... $1,404 35
1876..... 1,373 12 — $31 23 Decrease.

" " " " Wisconsin, 1875..... 960 03
1876..... 941 21 — 28 82 do

PASSENGER EARNINGS.

Mileage of roads reporting. For whole line, 1875, 4,132.75 — In Wisconsin, 1875, 1,433.95
1876, 4,399.75 — 1876, 1,696.65

The above figures used in calculating earnings per mile of road.

TABLE XIV.—Freight earnings for the year ending September 30, 1876.

NAME OF COMPANY.	Total Freight earnings.		Freight earnings per mile of road.		Freight earnings per train mile.	
	Total lines.	Wisconsin.	Total lines.	Wisconsin.	Total lines.	Wisconsin.
1. Chicago, Milwaukee and St. Paul	$5,804,297 28	$3,881,254 30	[1]$4,145 99	$5,336 47	.....	$1 93.
2. Chicago and Northwestern	8,778,035 81	1,977,277 92	5,848 52	4,166 71	$1 37.5	.....
3. Galena and Southern Wisconsin	13,620 45	9,080 30	439 37	439 37	70.4	70.4
4. Green Bay and Minnesota	205,799 42	205,799 42	1,048 00	1,048 00	1 99.	1 99.
5. Madison and Portage	19,292 28	19,292 28	494 67	494 67	1 14.	1 14.
6. Milwaukee, Lake Shore and Western	92,394 51	92,394 51	735 62	735 62	50.05	50.05
7. Mineral Point	88,634 11	85,158 26	1,738 00	1,738 00	1 20.	1 20.
8. Pine River Valley and Stevens Point	.....	.....	.....	.....	.....	.....
9. Prairie du Chien and McGregor	55,081 00	48,195 00	.....	.....	.....	.....
10. Sheboygan and Fond du Lac	83,092 31	83,092 31	1,051 80	1,051 80	1 04.	1 04.
11. Western Union	838,138 53	335,729 75	3,939 55	[2]3,939 55	1 84.	1 84.
12. West Wisconsin	547,445 59	491,808 24	2,506 16	2,506 16	1 92.	.....
13. Wisconsin Central	470,040 71	470,040 71	1,324 05	1,324 05	1 30.5	1 30.5
14. Wisconsin Valley	132,457 98	132,457 98	1,493 32	1,493 32	1 66.9	1 66.9
15. Chippewa Falls and Western	11,590 16	11,590 16	1,121 63	1,121 63	1 79.7	1 79.7
Total	$17,139,920 14	$7,843,171 14	.....	.....	.....	.....

[1] Earnings per mile in Wisconsin estimated to be the same as on the whole line.
[2] Estimated upon basis of mileage.

TABLE No. XV.—*Freight earnings for road and per mile of road.*

NAME OF ROAD.	FREIGHT EARNINGS.					
	On whole line.		In Wisconsin.		Increase.	Decrease.
	1875.	1876.	1875.	1876.		
1. Chicago, Milwaukee & St. Paul	5,291,360 02	5,804,297 28	3,577,152 72	3,881,254 30	304,101 58	.....
2. Chicago and Northwestern	8,751,881 47	8,778,035 81	Not given for Wis.	1,977,277 92	226,154 34	.....
3. Galena and Southern Wisconsin	Not in operation.	13,620 45	Not operated.	9,080 30	9,080 30	.....
4. Green Bay and Minnesota	203,368 11	205,799 42	203,368 11	205,799 42	2,431 31	.....
5. Madison and Portage	14,331 22	19,292 28	14,331 22	19,292 28	4,961 06	.....
6. Milwaukee, Lake Shore and Western	Not reported.	92,394 51	Not reported.	92,394 51	92,394 51	.....
7. Mineral Point	84,739 33	88,634 11	81,349 76	85,088 75	3,738 99	.....
8. Pine River Valley & Stev's P't (16 miles)	Not in operation	1,421 00	Not in operation.	1,421 00	1,421 00	.....
9. Prairie du Chien and McGregor	51,983 00	55,081 00	45,485 00	48,195 00	2.710 00	.....
10. Sheboygan and Fond du Lac	55,551 83	83,092 31	55,551 83	83,092 31	27,540 48	.....
11. Western Union	830,500 18	838,138 53	Not given for Wis.	.....	7,638 35	.....
12. West Wisconsin	487,552 94	547,445 59	Not given for Wis.	491,808 24	59,892 65	.....
13. Wisconsin Central	377,644 09	470,040 71	377,644 09	470,040 71	92,396 62	.....
14. Wisconsin Valley	71,670 42	132,457 98	71,670 42	132,457 98	60,787 56	.....
15. Chippewa Falls and Western	.....	11,590 16	.....	11,590 16	11,590 16	.....
Total	$16,220,582 61	$17,141,341 14	$4,426,553 15	$5,039,706 72	.....	.....

Increase whole line 1876, 920,758 53
Increase per cent. whole line 1876, .05.6

Increase in Wisconsin, 1876, 613,153 57
Increase per cent. in Wis. .13.8 1876.

TABLE XV.—Freight earnings per road and per mile of road.—Continued.

NAME OF COMPANY.	PER MILE OF ROAD.				MILEAGE IN WIS.		MILEAGE.	
	In Wisconsin.		Increase.	Decrease.	Reporting Earnings for Wisconsin.		Whole line.	
	1875.	1876.			1875.	1876.	1875.	1876.
1. Chicago, Milwaukee and St. Paul	5,379 18	5,836 47	457 29	.....	665.	665.	1,399.	1,400.
2. Chicago and Northwestern	5,831 08	5,848 52	17 44	.....	.....	.....	1,500.9	1,500.9
3. Galena and Southern Wisconsin	[1]	392 90	392 90	.....	.....	20.	.....	31.
4. Green Bay and Minnesota	1,008 40	1,048 00	39 60	.....	217.5	247.3	247.5	247.3
5. Madison and Portage	367 47	494 67	127 20	.....	39.	39.	39.	39.
6. Milwaukee, Lake Shore and Western	[2]	735 62	735 62	.....	.....	125.6	.....	125.6
7. Mineral Point	1,661 55	1,738 00	76 45	.....	49.	49.	51.	51.
8. Pine River Val. and Stev's P't (16 miles)	[1]	88 81	88 81	.....	.....	16.	.....	16.
9. Prairie du Chien and McGregor	18,194 00	24,097 50	5,903 50	.....	1.75	1.75	2.5	2.
10. Sheboygan and Fond du Lac	758 09	1,051 80	293 71	.....	79.	79.	79.	79.
11. Western Union	3,903 64	3,939 55	35 91	.....	.....	.....	212.75	212.75
12. West Wisconsin	2,134 64	2,506 16	371 52	.....	.....	.....	248.4	241.2
13. Wisconsin Central	1,284 50	1,324 05	39 55	.....	294.	355.	294.	355.
14. Wisconsin Valley	808 00	1,493 32	685 32	.....	88.7	88.7	88.7	88.7
15. Chippewa Falls and Western	.....	1,121 63	1,121 63	.....	.....	10.3	.....	10·3
Total	.....	.....	.....	.....	1,433.95	1,696.65	4,132.75	4,399.75

Freight earnings per mile of road, whole line, 1875	$3,924 88	
Freight earnings per mile of road, whole line, 1876	3,895 97	
		$28 91
Freight earnings per mile of road, in Wisconsin, 1875	$3,086 98	
Freight earnings per mile of road, in Wisconsin, 1876	2,970 38	
		116.60

Increase in Wisconsin	262.70
Increase per cent in Wisconsin	.18.3
Increase miles whole line	267.
Increase per cent. whole line	.06.4

[1] Not in operation.

[2] Not reported.

TABLE No. XVI.—Operating and current expenses—Compared with earnings.

Name of Company.	Gross earnings.		Total operating expen's.		Interest paid on bonds.		Excess of earnings over operating and current expenses.		Excess of operating and current expenses over earnings.	
	Whole line.	In Wisconsin	Whole line.	In Wisconsin	Whole line.	In Wisconsin	Whole line.	In Wisconsin	Whole line.	In Wisc'n
1. Chi. Mil. & St. P.	$8,115,772 59	$5,243,155 36	$5,009,363 97	$3,041,851 70	$2,105,613 62	$1,000,881 38	$3,106,408 62	$2,201,303 66	.....	.....
2. Chi. & N'th W'n.	12,575,400 76	2,874,025 17	7,085,554 47	1,519,225 78	2,371,859 90	750,585 50	5,489,846 29	1,354,799 39	.....	.....
3. Gal'a & S'n W'n.	20,658 34	13,722 23	13,033 04	8,688 69	.....	.....	7,625 30	5,083 54	.....	.....
4. G'n Bay & Minn.	306,272 41	306,272 41	284,818 00	284,818 00	71,945 60	71,945 60	21,454 41	21,454 41	.....	.....
5. Madison & Port.	34,159 54	34,159 54	38,565 92	38,565 92	.....	.....	.....	.....	[1]$4,406 38	[1]$4,405 38
6. Milwaukee Lake Shore & West'n.	155,207 64	155,207 64	114,000 62	114,000 62	10,238 48	10,238,48	41,207 02	41,207 02	.....	.....
7. Mineral Point	115,709 77	111,171 54	141,697 18	136,140 92	32,000 00	30,745 05	.....	.....	[1]$25,987 41	[1]$24,969 08
8. Pine River Val. & Stevens Pt.	1,421 00	1,421 00	900 00	900 00	.....	.....	521 00	521 00	.....	.....
9. P. du Chien & McGregor	55,081 00	48,195 00	34,910 00	30,546 00	.....	.....	20,171 00	17,649 00	.....	.....
10. S'n & F. du Lac.	130,013 55	130,013 55	107,744 35	107,744 35	.....	.....	22,269 20	22,269 20	.....	.....
11. Western Union	1,111,254 05	445,553 00	838,132 74	340,000 00	245,910 00	89,520 00	273,121 31	105,553 00	.....	.....
12. West Wisconsin	842,528 08	757,132 30	694,936 25	627,172 12	.....	.....	147,591 83	129,960 18	.....	.....
13. Wis. Central	709,935 69	709,935 69	583,049 03	583,049 03	167,404 67	167,404 87	126,886 66	126,886 66	.....	.....
14. Wis. Valley	188,888 66	188,888 66	115,802 16	115,802 16	.....	.....	73,086 50	73,086 50	.....	.....
Chippewa Falls & Western	31,844 11	31,844 11	14,317 98	14,317 98	11,250 00	11,250 00	17,526 13	17,526 13	.....	.....
	$24,304,747 19	$11,050,747 20	$15,176,825 71	$6,962,822 97	$5,016,222 47	$2,132,570 88	$9,347,715 27	$4,117,299 69	[1]$30,393 79	[1]$29,374 46

[1] Roads reporting current and operating expenses, in excess of earnings.

TABLE XVII.—Accidents.

Name of Company.	Passengers.				Employes.				Others.				Passengers.		Employes.		Others.		Totals.					
	From causes beyond their control		By their own misconduct and want of caution.		Fom causes beyond their control		By their own misconduct and want of caution.		From causes beyond their control.		By their own misconduct and want of caution.								Passengers.		Employes.		Others.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Chicago, Milwaukee & St. Paul	.....	3	.....	1	.....	23	3	35	.....	.....	7	27	.....	.....	.....	.....	.....	.....	.....	4	3	58	7	27
2. Chicago & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	6	66	13	7	.....	4	6	66	13	7
3. Galena & Southern Wisconsin	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
4. Green Bay & Minnesota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
5. Madison & Portage	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
6. Milwaukee, Lake Shore & Western	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
7. Mineral Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8. Pine River Valley & Stevens Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9. Prairie du Chien & McGregor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Sheboygan & Fond du Lac	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Western Union	.....	.....	.....	1	.....	3	2	1	.....	.....	3	2	.....	.....	.....	.....	.....	.....	.....	1	2	4	3	2
12. West Wisconsin	.....	.....	.....	.....	.....	2	.....	5	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	1
13. Wisconsin Central	.....	.....	.....	.....	.....	.....	4	6	.....	.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	4	6	2	2
14. Wisconsin Valley	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	.....
Totals	.....	4	.....	2	.....	29	9	52	.....	.....	14	33	.....	4	6	66	13	7	.....	10	15	147	27	40

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